Log of Bark
Desdamona
Capt Ashley

Richard Bourne 1967

A daily record of the weather and other remarks by -1

Wallace S. Ashley — Mate

Bark Desdemona 1894.

1902 1902 — 1903

S.S. Korea and also remarks on board Bark Gay Head

Voyages of Wallace S. Ashley

Stmr Belvedere 1904

Gasoline Stmr Schr Monterey 1905

1906

And Voyage in Bark La Perla as master from Valparaiso and back

Season 1907 Bark La Perla —

Season 1908 Bark Percadora

" 1909

" 1910

105
31½
105
315
52½
3307

1896

Remarks on Board Bark Desdamona

Thursday June 25th 1896
Comes in with gentle breezes from S.W. Come on board at 8-30 A.M. took Anchor and started for a voyage to Hudson Bay At 2-00 P.M. Tow Boat left us and we stood on eastern tack We have for a crew 25 men all told. At sundown every thing lashed and ready for Sea

Friday June 26th
Comes in with fine weather and gentle breezes from S.W and steering to course S.E by E under all sail Leaster part thick Fogg

Saturday June 27th
Comes in with light variable air and thick Fog and Ship working to steer course E by S. At 10-00 A.M fog cleared

Sunday June 28th
Comes in with Fogg and light air from South. At 4 P.M breeze freshens some and steering to course E.S.E

1896

Remarks on Board Bark Desdemona

Monday June 29th
Comes in with moderate breezes and squalls of Foggy from West and steering to course E by S

Tuesday June 30th
Comes in with moderate breezes and fine weather from W.S.W and steering course East.

Wednesday July 1st
Comes in with fine weather and gentle breezes from W.S.W and steering course East by S

Thursday July 2nd
Comes in with fine weather and gentle breezes from W.S.W and steering course E by S

Lat 42.12
Long 59.25

Friday July 3rd
Comes in with moderate breezes from W.S.W and steering course E by S

Saturday July 4th
Comes in with moderate breezes from S.E and S.W heading on eastern tack. There are two men on board that are entirely useless to us because they are so old and helpless they were taken from Tewksbury poor house and sent here to be sick and in the way their names are Jim Kanaka and Ben Hazard

Otto

A. Boatsteerch

Bound to Hudson Bay M. V. B. Millard Master

Sunday July 5th
Comes in with gentle breezes from S.E and steering course E.S.E

Monday July 6th
Comes in with fresh breezes and squalls of rain and Fog Ship making six hour tacks to hold on

Note Tuesday July 7th
Comes in with fine weather with a few squalls of fog from W.S.W and steering course N.E. by E
Saw during the day two quite large Ice Bergs.

Lat 46·55 Long 52·06

Wednesday July 8th
Mr Wilber and Ashley now standing watch
Comes in with squalls of Fog and Rain and gentle breezes from S.S.W and steering course N.E. by N. Saw about ten Ice Bergs through the day

Thursday July 9th
Comes in with squalls of Fog and moderate breezes from N.W. Ship on port tack close hauled. passed during day and night several Ice Bergs

Friday July 10th
Comes in with fresh breezes from N.W and Ship close hauled on port tack
Saw several Ice Bergs during the night and day.

1896

Remarks on Board Bark Desdamona

Saturday July 11th
Comes in with squalls of fog and moderate breezes from N.N.W and plenty of Ice Bergs around

Sunday July 12th
Comes in with constant fog and mostly calm. And quite lots of Ice Bergs in sight during short light ups of the fog

Monday July 13th
Comes in with fresh breezes from S.W and steering course North. Saw several Bergs

Tuesday July 14th
Foggy and light South airs all this twenty four hours and plenty of Ice Bergs around

Wednesday July 15th
Comes in with light variable airs and large fields of big Ice all around and Ship trying to make a North course. It was foggy all night untill 10 A.M then it cleared but still wind very light Lat 55-00 Long 55-30

Thursday July 16th
Comes in with fine weather and gentle breezes from S.S.W and steering course North. Passed several Ice fields

Bound to Hudson Bay Capt. W. B. Millard Master

Friday July 17th
Comes in with fresh breezes and fog from N.E. and later part fine weather from West and steering course N 1/2 E with a few Ice Bergs in sight. Long 57.12
Lat 56.18

Saturday July 18th
Comes in with light airs and calms At 2. P.M. got gentle breezes from W.S.W and steering course N orth with a few Ice Bergs in sight.

Sunday July 19th
Comes in with gentle breezes and fine
Note weather from W.S.W At 6. A.M. come to loose field Ice and took it in some places it was quite thick and at 6. P.M. could see no water but still working our Ship to the North through the Ice. Lat 58-52
At 7. P.M could not go any. Long 61-10
farther on acount of the Ice being to packed and heavy so put rudder tackles on and shortened sail. Land in sight Mount Blow me down bearing about N W distant fifty miles.

Monday July 20th
Comes in with light airs and calms. And at 7 A.M tied up to a large cake of Ice waiting for the Ice all around to open so we can work our Ship to the North. at 8 P.M was still tied up to the Ice

1896

Remark on Board Bark Desdamona Bound -

Tuesday July 21st
Comes in with fine weather and gentle breezes from S.W. At 3. A.M let go cake of Ice and started to work through it to the North. Worked through the Ice all day untill 7. P.M. come in thick fog luffed to and tied up to A cake of ice for the night

Wednesday July 22nd
Note Comes in with fine weather and moderate breezes from North And Ship tied up to the Ice because it is to heavy to day and close together to work our good old Ship. Seand in sight about 30 miles distant
Lat 5-9-15-

Thursday July 23rd
Comes in with moderate breezes from S.W At 3-30 A.M let go cake of Ice and
Note started to work our way through the Ice and at 5 P.M could go no farther because the Ice was to heavy and close together. had some little trouble with one of the men forward give him A little bluff so as to stop him from having his own way to much
Lat 5-9-33
Long 62-15

Friday July 24th
Comes in with rain and fresh breezes from N.E. And Ship tied up to the Ice which is thick and heavy all around

to Hudson Bay Capt. T. B. Millard Master

Saturday 25th
Comes in with strong breezes from N.W. Ship tied up to a large cake of Ice at noon weather had moderated to a gentle breeze and the worst swell I ever saw if we get out of this scrape without harm to our Ship we will be very lucky Land in sight about 30 miles off.

Lat 59-51
Long 62-35

Sunday July 26th
Comes in with calm and light air from South and working through very heavy Ice untill 4 P.M. then it shut in thick Fog so tied up to cake of Ice untill it clear up some

Lat 60-01

Monday July 27th
Comes in with fine weather and light north winds And Ship fast in the Ice with the land about 30 miles distant

Lat 60-06
Long 63.29

Tuesday July 28th
Comes in with fine weather from S.W. To day the Ice has been more open than since we first got into it and we have made more distance at 9 P.M. East Button Island bears by compass West 10 miles distant. There are three Rocks position below that are not on the chart we have and we come very near runing on to them

Lat 60-45
Long 64-17

1896

Remarks on Board Bark Desdamona

Wednesday July 29th
Comes in with fresh breezes from S.W. and at 10-30 P.M. hove to for the dark hours and at daylight was surrounded by heavy Ice so tied to a large cake untill the Ice opens Resolution Island in sight bears by compass N.by.E 20 miles distant

Thursday July 30th
Comes in with moderate breezes and freshens to a gale from N.W At 5 A.M got into clear water and making short tacks into Resolution Island and off shore

Friday July 31st
Comes in with fine weather and light breezes from W.N.W and Ship making about N½E course At 5. P.M the gap between Resolution Island and the main land bears East. Plenty of Ice in strips and bergs in sight

Saturday Aug 1st
Comes in with light airs and calms and Ship off of middle Savages Islands about 12 miles and quite lots of Ice around

Bound to Hudson Bay M.V.B. Hillard Master

Sunday Aug 2nd
Comes in with moderate breezes from N.N.E and trying to get to the N.N.W through the ice. At 1. P.M
Note five Kiaks and a large Boat of Natives come off to the Ship supose from middle Savage Islands And Captain bought a thousand Eggs fifty pound Venison and some few skins

Monday Aug 3rd
Note Comes in with gentle breezes and misty weather from W.N.W and Ship trying to make N.by. W course. This day is the first for many that we have seen no ice

Lat 61-54
Long 68-10

Tuesday Aug 4th
Comes in with fine weather and steering course untill 2. P.M then wind from N.W and making tacks in shore and off and no ice to speak of but a few Bergs.

Wednesday Aug 5th
Comes in with fog and rain from N.W At 3. P.M got a breeze from W.S.W and steering course N.by. W And have seen no ice to day.

1896

Remarks on Board Bark Desdamona

Thursday Aug 6th
Comes in with fresh breeze from N.W
And ship on port tack close hauled
and no ice in sight Lat 63.06
Long 74.34

Friday Aug 7th
Comes in with fine weather from S.W
And steering course N.W. by W and
no ice Lat 63.03
Long 77.46

Saturday Aug 8th
Comes in with moderate variable
winds and Ship trying to make
a N.W. course. Saw some scattering
ice during this day.
Lat 63.03
Long 80.38

Sunday Aug 9th
Comes in with moderate breezes
from W. and Ship in Fishers Straights
trying to make N.W. course. At 7. P.M
Walrus Island bears N.E. 10 miles off

Monday Aug 10th
Comes in with fresh breeze from S.E
And to day we got through the Fishers
Straights And on the South Hampton
side about three or four miles Saw a pod of
Bow Heads lowered And ship had
a very nice Whale missed by George Sylvia
Lat 63.19

First Whale

Bound to Hudson Bay Ch. V. B. Shellard Master

Tuesday Aug 11th
Comes in with moderate gale from S.W. with heavy rain and fog. Ship making short boards to hold on

Wednesday Aug 12th
Comes in with fine weather and gentle breezes from all quarters
Lucky And lowered for Whales at 7 & 8 & 4 and and at 9 & 8 & 4. Our Willie struck one to his Boat all hands in and soon had him Along side of Ship. Cut him in and lowered fro three other Whales without success
Lat 63-19 - Long 85-50

Thursday Aug 13th
Lucky Comes in with fresh to gentle breezes from S.E. And our Shay struck a Bow Head and at 11-00 P.M had him long side. About the same place as yesterday

Friday Aug 14th
Comes in with moderate breezes from S.E. At 12-30 raised a Ship it proved the Bark Platina And her Capt come on board of us and brought us our letters

Saturday Aug 15th
Comes in with light airs and calms and boiling out our Whales. Bark Platina in sight all day
Lat 63-19

1896

Remarks on Board Bark Desdamona

Sunday Aug 16th
Comes in with fresh breezes from S.E.
And Ship on starboard tack close hauled
Finished boiling our Whaler at 10. P.M

Monday Aug 17th
Comes in with gentle breezes and
fine weather from S.W and steering
along shore toward Whale Point at
4. P.M spoke a native boat but could
get no news from her. Crew imployed at
scrapeing our Bone

Tuesday Aug 18th
Comes in with light variable winds
and calms And Ship off of Whal Point
gaming barks Canton and A.R. Tucker
We had letters for boath Ships. Finished
scrapeing Bone at 7. P.M

Wednesday Aug 19th
Comes in with gentle breezes from S.W
Finished washing our Bone And spoke
Schr Era

Thursday Aug 20th
Comes in with moderate to fresh breezes
from S.W. At 9 A.M took our Bone on
board of the Schr. Era twenty seven bundles
in all weighing from 18 hundred to 3.000 pounds
then sent down by same Era two Kanakas
Ben Hazard and Jim Kanaka for they was
entirely to old and sickly to do any work.
At 10-30 shaped course for Repulse Bay and so ends

Cruising in Hudson Bay W.N.W. B. Hallard Master

Friday Aug 21st
Comes in with strong breezes from W.N.W and ship working up toward Repulse Bay at sun down was just north of Wager River.

Saturday Aug 22nd
Comes in with fresh breezes from W.N.W and moderating to calm at 7 P.M Ship east of Beachy Point 12 miles off

Sunday Aug 23rd
Comes in with fresh breezes from South At 9 A.M Anchored in 17 fathom of water at a group of Islands in Repulse Bay and at 1-30 lowered our Boats and cruised untill 7-00 P.M. Bark Platina boats saw a Bow Head

Note

Monday Aug 24th
Comes in with variable winds and mostly fine weather. Boats went to the eastward and chased a Bow Head but lost run of him so come on board

Tuesday Aug 25th
Comes in with W.N.W gale to strong to whale it so went after Deer and did not get any but saw two flocks

Wednesday Aug 26th
Comes in with gale from W.N.W Boats started off but soon come back to ship again. Bark Platina struck a Whale

1896

Remarks on Board Bark Desdamona Cruising

Thursday Aug 27th
Comes in with moderate breezes from N.W And Boats cruising and saw two Bow Heads but did not take

Friday Aug 28th
Comes in with hazy weather from N.E Boats off cruising but saw nothing

Saturday Aug 29
Comes in with fresh gale from N.N.E so did not lower our Boats to day

Sunday Aug 30th
Comes in with fresh gale from N.N.E so did not lower

Monday Aug 31st
Comes in with fresh breezes from N.N.W Lowered three Boats but saw nothing, our native has shot 13 Deer since we have laid here and to day we went inland and got four making the thirteen

Tuesday Sept 1st
Comes in with a strong gale from N.W. At 2:00 P.M saw a small Bow Head Whale but the gale to strong to lower our Boats even in the Harbor

Wednesday Sept 2nd
Strong gale from N.W but at 5 P.M commenced to moderate. Have had two Anchors down for the last three days.

in Hudson Bay ch. H. B. Hilliard Chacler

Thursday 8 after [illegible]

A ship was wrecked by the combination of the fine weather or all hands were saved to [illegible]

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Remark on Board ~~[illegible]~~

1896

Cruising in Hudson Bay Mr. T. B. Millard master

1896
Nov 25th 1896
Commenced to work for Union S.R.R. Co

Aug 3rd 1897
Left Union & R.R. company and Aug 4th
started to work for the City of New Bedford

Aug 13th 1899
Moved into Cottage 223 Worth St

Jan 7th 1899
Moved into Cottage 190 Campbell St

Saturday April 26th 1902
Left New Bedford to join the Stmr. Korea
at Newport News Va.

Monday April 28th
Arrived at Newport News

Tuesday April 29th
Shipped on the S.S. Korea Captain Seabury
as quartermaster. But the ship not being
turned over we could not stop on board so
had to go to boarding house

Sunday May 4th
Still stoping at the Temple House as the
S.S. Korea has not been turned over

Saturday May 17th
Still stoping at Temple House yesterday was
paid for 16 days in May recieved $18.67 Still
there are two days due in the month of April
29th and 30th

June 1902.
Civil Time

Remarks on Board SS Korea Capt W. B. Seabury

Wednesday June 18th
Comes in with moderate breezes from E.S.E and fine clear weather. At 6.06 P.M left Ship Yard Dock and started on voyage to San Francisco by way Cape Horn. At 12.00 midnight Cape Henry abeam.

Thursday June 19th
Comes in with light variable airs and steering to course S.E.1/2 S and everything going along smoothly, latter part fresh breeze from S.S.W

Friday June 20th
Comes in with fresh breezes from S.W and squalls of rain steering Ship S.E.1/2 S. We are only steaming with about half of her boilers and making about twelve knots to course

Saturday June 21st
Comes in with moderate breezes from S.S.W and steering to course S.E.3/4 E and so ends.

Lat 28-09

Sunday June 22nd
Comes in with moderate breezes from E.S.E and steering to course S.E x S and so ends

1902

S.S. Korea Capt W.B. Seabury

Monday June 23rd
Comes in with fresh breeze from East
And steering course S.E. x S. my feet become
swolen from standing at the wheel and I
Note asked the Captain if he would change my
position from quartermaster to Boatswain
he give me the position and I am now
Boatswain of the S.S. Korea

Tuesday June 24th
Comes in with strong N.E. trade winds.
Crew imployed at shifting Coal from aft
to the Bunkers.

Wednesday June 25th
Comes in with fresh N.E. Trade Winds and
steering S.E. x S Crew imployed at shifting
Coal from aft to Bunkers.

Thursday June 26th
Comes in with fresh breeze from N.E.
Crew imployed at shifting Coal from
aft to Coal Bunkers and finished aft

Friday June 27th
Comes in with light variable airs.
And crew imployed at shifting Coal from
hatch No. 2 to the Coal Bunkers
Lat 4-38 N Long 42-10 W.

Voyage around Cape Horn or Straughts

Saturday June 28th
Comes in with fine weather from S.E
Crew imployed at shifting Coal from
hatch No 2 to the coal bunkers
Lat 00-46 N. Long 35-00 W

Sunday June 29th
Comes in with fresh breezes from S.E
Crew imployed at shifting Coal untill
12-00 Noon then knocked off. There were
four men who would not work because of
sunday
Lat 3-27 S Long 34-28 W

Monday June 30th
Comes in with light airs and calms. And
Crew imployed at shifting Coal from forward
to the Coal Bunkers. At 12-30 Ship steamed
close to the City of Pernambuco so that we
could see the City with all its steeples it was
a very pretty place everything was green and
from where I was the City looked quite large
Lat 8-03 S. Long 34-41

Tuesday July 1st
Comes in with fresh breezes and squally
from S.E Crew imployed at shifting Coal
from forward to the Bunkers. Shifted about
115 tons

1902

Steamship Korea Capt W. B. Seabury

Wednesday July 2nd
Comes in with strong S. E. trade winds.
Crew imployed at shifting coal from foward
to the coal bunkers

Lat 18-50 S
Long 35-15 W

Thursday July 3rd
Comes in with breezes from E. & and crew
imployed at shifting coal from forward to
the bunkers. We shift about one hundred tons
each day. I knocked off smoking to day

Friday July 4th
Comes in with strong westerly winds
And the whole crew have spent the glorious
fourth shifting coal from foward to the
coal bunkers

Lat 27-26 S
Long 43-29 W

Saturday July 5th
Comes in with fresh gale from S. W and
slowed the speed down on account of the
Ship racing. Crew still imployed at shifting
coal from forward to the bunkers.

Lat 30-20 S
Long 47-10 W

Sunday July 6th
Comes in with light to fresh breezes from S. W.
Crew laying off at the forecastle. At 7-30 took Pilot
for Montivedio

Lat 34-25 S
Long 53-23 W

Voyage around Capehorn or through the straights

Monday July 7th
Comes in with fine weather with Pilot on board bound in to anchorage and at 5=20 P.M. Anchored in five fathom water off of the City of Montevedio South America. At 2. P.M commenced to coal ship and at 8 P.M finished for the day. We are anchored about three miles from the City it looks to be quite a large City

Tuesday July 8th
Comes in with fine and mostly calm weather Crew imployed around the decks rigging gear for coaling ship, at 5. P.M finished coaling for the day. There are about twenty vessells steamers and all at anchor here and one american Cruiser

Wednesday July 9th
Comes in with fog and squally weather from all quarters, Crew imployed at running steam Wrenches hoisting Coal and riging gear stages &c. Captain give some of the crew leave to go on shore at sundown.

Thursday July 10th
Comes in with squally weather from all quarter Still takeing in Coal with crew imployed at odd jobs around decks and running the steam wrenches.

1902

Steamship Korea Captain W. B. Seabury

Friday july 10th
Comes in with light variable winds and still takeing coal on board with the crew imployed at odd jobs and takeing down the gear used for coaling. At 4. P.M finished coaling and at 6. P.M Ship all ready for Sea. At 9. P.M took our Anchor and steamed out of the anchorage at Montevideo

Saturday july 12th
Comes in with overcast and dark looking skies with a heavy swell running and gentle breezes from N.E. Crew imployed at washing the ship all day and at sundown weather the same

Sunday july 13th
Comes in with light variable winds and fine weather. Crew doing nothing all day

Lat 42-40 S
Long 60-37 W

Monday july 14th
Comes in with squalls of rain and moderate breezes from S.W. Crew imployed at cleaning ship and some of them at sewing on a weather cloth for the Bridge

Tuesday july 15th
Comes in with fresh gale from S.W and quite cold the salt water sprays on deck freezing At 11. A.M sighted Cape Virgin and at 2. P.M anchored in 19 fathom water about 20 miles through the straights of Magellan

Bound to San Francisco by Straights of Magellan

Wednesday July 16th

Comes in with fresh gale from S.W with squalls of snow at 10-30 A.M took our anchor to start through the straights but soon found our steering gear would not work so soon anchored again to thaw out the pipes of the steering which took the rest of the day

Thursday July 17th

Comes in with fresh gale and hard squalls of snow and at 8. A. M. got under way and started to steam through the straights and at 5. P.M Anchored at Sandy Point or Punta Arena for the night

Friday July 18th

Comes in with strong breezes from S.W and squalls of snow at 7-30 got underway and started to steam through the straights, all day had hard and thick squalls of Snow and made our headway very difficult but we made I should say about 75 miles and at 4 P.M Anchored in 18 fathom water. I would advise every Captain not to go through the Straights in this month for it has not been real good seeing none of the time

Saturday July 19th

Comes in with thick squalls of Snow and continues thick the most of the day. at 10 A.M the steamer Almond Branch an english boat anchored in shore from us it being to thick for her to move

Steamship Korea Captain W. B. Seabury

Sunday July 20th
Comes in with squally weather and at 7. A.M
Note took our Anchor and started to steam through
the Straights. When we took our Anchor we
war 95 miles from the Pacific Ocean proper
and at 4-15 Cape Pillar wan off our port
beam and that puts us in the Pacific Ocean

Monday July 21st
Comes in with fresh gale from S.W And Ship
heading up the coast of South America bound
to Cornell to get some Coal. Crew imployed
geting gear ready for Coaling

Tuesday July 22nd
Comes in with strong breezes and heavy swell
from N.W. Crew imployed at cleaning up
generaly between decks

Wednesday July 23rd
Comes in with A heavy swell and strong Wederly
winds. Crew imployed at riging gear to Coal
our ship at Cornell.

Thursday July 24th
Comes in with fresh breezes from West. At
8. A.M. Anchored off of the town of Cornell
Note and commenced to Coal Ship at 11=00 A.M
Coinell is about ten miles to the South of
Conception. Chile and is A small town and
nothing more than A coaling station

Bound to San Francisco by Straights of Magellan

Friday July 25th
Comes in with squalls of rain and generaly bad weather but we were taking coal all day untill 4. P.M

Saturday July 26th
Comes in with strong breezes from South. Did not get any coal untill 11=00 A.M on account of bad weather. Finished coaling at 5. P.M and at 5=30 P.M got under way and steamed out of the harbor of Corvell Chile Now our next port is San Francisco if nothing happens

Sunday July 27th
Comes in with fresh breezes from S.S.W and steering to course N. 26° W. Crew doing nothing all day after washing off this morning
Lat 32=30 S.
Long 75=59 W.

Monday July 28th
Comes in with A brisk breeze from S.S.W And crew imployed at cleaning ship all day
Lat 28=23 S

Tuesday July 29th
Comes in with fresh breezes from S.E And Ship heading for Frisco. Crew imployed at scrubing paint work and cleaning the hoisting wenches
Lat 23=1[illegible]

1902.

Steamship Korea Captain W. B. Seabury

Wednesday July 30th
Comes in with fresh S.E. trade winds
And crew imployed at cleaning paint work
Lat 18 = 19s

Thursday July 31st
Comes in with fresh S.E. trad winds.
Crew imployed at shifting Coal forom
forward to the Coal Bunkers
Lat 13 = 28s

Friday August 1st
Comes in with fresh S.E trade winds
Crew imployed at shifting Coal from
forward to the Coal Bunkers
Lat 8 = 25s

Saturday Aug 2nd
Comes in with weather and moderate S.E.
trade winds. Crew imployed at shifting
Coal from forward to the Bunkers
Lat 3 = 31s

Sunday Aug 3rd
Comes in with fine weather and gentle breezes
from South. Crew doing nothing
Lat 1 = 25 N
Long 99 = 54 W

Monday Aug 4th
Comes in with Southerly moderate breezes and
squalls of rain. Crew imployed at shifting Coal
from forward to the Coal Bunkers
Lat 6 = 30 N

Round to San Francisco from Shanghai & Nagasaki

Tuesday Aug 5th
Comes in with moderate N.E. trade winds and a few squalls of rain. Crew imployed at shifting coal from forward to the Coal Bunkers.

Lat at 12=01 N

Wednesday Aug 6th
Comes in with light variable winds and fine weather from all quarters. Crew imployed at shifting Coal from forward to the Coal Bunkers

Lat at 17=21 N

Thursday Aug 7th
Comes in with gentle breezes and fine weather from the North. At 2. P.M sighted Cape St Lucas. Ship Sailors shifting Coal from forward to the Coal Bunkers

Lat at 22=10 N

Friday Aug 8th
Comes in with fine weather and gentle breezes from N.N.W. And I ask where is the N.E. trade winds of this latitude. Crew imployed at shifting Coal from forward to the Bunkers. And at 5. P.M put a fire out that had started in the Bunkers

Lat 26=18 N

Saturday Aug 9th
Comes in with fine weather and moderate breezes from N.N.W. Crew imployed at shifting coal from forward to the coal bunkers

Lat at 30=32 N

1902

Steamship Korea Captain W. B. Seabury

Sunday Aug 10th
Comes in with fine weather and gentle breezes from the North. Crew doing nothing. At 10=30 P.M. sighted the Farallone Rock Light

Note. Monday Aug 11th
Comes in with threatening weather and moderate breezes from N.W and at 12=20 A.M. took a Pilot on board and at 1:15 A.M. anchored inside of the Bar off of San Francisco.

Tuesday Aug 19
Took train for New Bedford

Monday Aug 25th
Arrived home at New Bedford

Tuesday Sept 2nd
Went to work for the City

Wednesday Nov 12th
Started for San Francisco to join Bark Bay Head

Monday Nov 17th
Arrived at San Francisco

Sunday Nov 23
Sailed in Bark Bay Head as Captain between seasons and to go as first mate after taking Captain Fiske at Honolulu

Seal worn in Church by Henry Wolfscott
in the first quarter [illegible] century [illegible] made
of a [illegible] seal

1902.

Remarks on Board Bark Gay Head. W. D. Ashley Master
Sunday Nov 23rd
On Board Bark Gay Head anchored in harbor of San Francisco. At 7=35. A.M Tug Boat come to Ship to tow her to sea. Took Anchor and started on voyage in tow of Tug. At 9. A.M let go of Tow Boat with Point Bonita bearing by compass N. by W about four miles off. Shaped A course S.W. 1/2 S with gentle breezes from East. At 9-20 took two sights and found Chron to be correct geting Long 122=40.W
At 2. P.M mustered all hands and counted including myself 40 men. At 7-15 P.M almost calm with South Faralones bearing N. by. E distant about eighteen miles off

Monday Nov 24th
Comes in with fine weather and mostly calm At. 6. A.M got gentle breezes from N. E And kept to course South. Crew imployed at geting boats ready for whaleing. At sundown weather and course the same

no sights

Tuesday Nov 25th
Comes in with moderate breezes from North and steering course S.S.E. Crew imployed at geting ready for whaleing. Boatsteerer and man aloft looking for whales

Lat 36-09 N
Long 123-44 W

Wednesday Nov 26th
Comes in with moderate breezes from North And steering course S.S.E. Crew imployed at geting ready for whaleing and green men learning the ropes &c

Remarks on Board Bark. Gay Head. Wallace S. Ashley - Master

Thursday Nov 27th
Comes in with fresh breezes from North. And this day being thanksgiving day there has been no work carried on. Steering to course S.E. by S.
Lat at 32 = 17 N
Long 124 = 25 W

Friday Nov 28th
Comes in with fresh breezes from North and steering course S.E. by S. Crew imployed at ship duties and geting ready for whaleing
Lat at 28 = 46 N
Long 123 = 24 W

Saturday Nov 29th
Comes in with strong breezes from North and steering course S.E. by S. Crew imployed at ship duties and Ships Pumps attended to
Lat at 26 = 05 N
Long 122 = 18 W

Sunday Nov 30th
Comes in with fresh to strong breezes from N.N.E and steering course S.E
Lat 23 = 13. N
Long 121 = 06. W

Monday Dec 1st
Comes in with fine weather and fresh breezes from N.N.E and steering course S.E. Crew imployed at riging out cutting stage and sending up crows nest
Lat at 20 = 50. N
Long 119 = 40. W

Remarks on Board Bark Gay Head W. S. Ashley Master

Tuesday Dec 2nd
Comes in with fine weather and moderate breezes from N.E and steering course S.E Ships crew imployed at bending old sails to day we started to make a new upper topsail
Lat at 19=04 N
Long 118=24 W

Wednesday Dec 3rd
Comes in with fresh N.E trades and steering course S.E. Crew imployed at ship duties generaly and Ships Pumps attended to
Lat at 17-27 N
Long 117-19 W

Thursday Dec 4th
Comes in with fresh N.E trades and steering course S.E. by E. Saw several Fin Backs and school of black Fish
Lat at 15=37 N
Long 116=05 W

Friday Dec 5th
Comes in with fresh N.E. trade winds and steering to course S.E. by E Crew imployed at getting ready for whaling
Lat at 13-55 N
Long 114-08 W

Saturday Dec 6th
Comes in with light N.E trades and fine weather and steering course S.E. by E Crew imployed at repairing Foot Ropes and taring lifts &c
Lat at 12-54 N
Long 113-00 W

Remarks on Board Bark Gay Head W. S. Ashley Master

Sunday Dec 7th
Comes in with fine weather and moderate N.E trades. Got A Porpoise and lowered A Boat and got A Loggerhead Turtle

Lat 11-06
Long 112-01

Monday Dec 8th
Comes in with moderate breezes from E.S.E and Ship close hauled on port tack

Lat 9-30 N
Long 112-00 W

Tuesday Dec 9th
Comes in with fresh breezes from East and Ship on port tack close hauled. To day finished makeing new upper topsail

Lat 7-50 N
Long 112-00 W

Wednesday Dec 10th
Comes in with squalls of rain and heavy swell from East and Ship on port tack close hauled

No Obs

Thursday Dec 11th
Comes in with heavy squalls of rain heavy swell and moderate to fresh breezes from S.E Filled empty cask with rain water. Ships pumps attended to.

No Obs

Friday Dec 12th
Comes in with heavy swell and fresh breezes from S.E. Started A new cask of bread

Lat 4-30 N
Long 112-49

1902.

Remarks on Board Bark Gay Head W. S. Ashley Master

Saturday Dec 13th
Comes in with fine weather and moderate S.E trade winds. Crew imployed at ship duties generally
Lat 3-39 N
Long 114-00 W.

Sunday Dec 14th
Comes in with fine weather and gentle breezes from S.S.E and ship on starboard tack close hauled
Lat 3-37 N
Long 113-35 W

Monday Dec 15th
Comes in with gentle breezes from E.S.E and ship on starboard tack close hauled. This morning at daylight commenced to get ready to smoke the Ship the rats bothered very
Note much. At 8-30 closed every seam and put on hatches with three Charcoal fires and at 1-30 just five hours Candles went out so opened up hatches and found ten rats right in sight so I guess we have kill all of them
Lat 3-48 N
Long 112-19 W

Tuesday Dec 16th
Comes in with moderate breezes and squalls of rain from S.S.E and ship on starboard tack close hauled
Lat 4-29 N.
Long 110-47 W.

Wednesday Dec 17th
Comes in with squalls and light variable winds with rain. Put new stock on starboard Anchor. Ships Pumps and side lights attended to.
Lat 5-20 N

Remarks on Board Bark Gay Head W. S. Atkley Master

Thursday Dec 18th
Comes in with moderate breezes and rain squalls from E.S.E and ship on southern tack
Lat 4-49
Long 109-44

Friday Dec 19th
Comes in with squalls of rain and heavy cross swell from S.E and ship on starboard tack heading about E by S
Lat 5-23 S
Long 108-14 W

Saturday Dec 20th
Comes in with squalls of rain and gentle breezes from S.S.E and ship on starboard tack close hauled
Lat 5-30 S
Long 106-37 W

Sunday Dec 21st
Comes in with light airs and squalls of rain from S.E and ship on port tack heading about S.W
Lat 5-15 S
Long 105-22 W

Monday Dec 22nd
Comes in with moderate S.E trades and ship on port tack heading about S.S.W
Lat 3-57 S
Long 106-13 W

Tuesday Dec 23rd
Comes in with fine weather and moderate S.E. trades. Sent down fore top gallant sail repair and repaired S. B Boat davits
Lat 2-51 S
Long 107-26 W

1902.

Remarks on Board Bark Gay Head W. S. Ashley Master

Wednesday Dec 24th
Comes in with light S.E. trade winds and fine weather. Crew imployed at mending sails and ship duties generaly
Lat 1-35 N
Long 108-51 W

Christmas Day
Comes in with fine weather and gentle breezes from S.E. At 2-30 P.M. lowered two Boats for a school of Black fish but did not get near enough to them to strike
Lat 00-53 N

Dec 26th Fri
Comes in with fine weather and moderate trades. Took Boat off of the House to repair
Lat 00-05 N
Long 110-54 W

Dec 27th Sat
Comes in with moderate trades and cruising in hopes to soon see some Sperm Whales. Crew imployed at Ship duties and Pumps and side lights attended to
Lat 00-59 S
Long 111-30 W

Note Sunday Dec 28th
Comes in with Strong S.E. trades and a ship on port tack. At 11-30 A.M. she raised six large sperm Whales. At 12-00 lowered and at 4-30 struck one to Bow Boat ekr Joseph and at 7.30 P.M. had whale longside of ship
Lat 1-51 S
Long 112-22 W

Remarks on Board Bark Gay Head Wallace S. Ashley Master

Monday Dec 29th
Comes in with a heavy sea and blowing a moderate gale from S.E. After geting everything ready for cuting Whale we started at 9.A.M to take the head we parted the jaw chain then wore around on port tack but soon found out we could not cut the Head so asked the officers what they thought and they said we had better save the Body so give up taking Head and at 12 oclock had body down below. And started boiling under lower topsails

Lat 1-53 S
Long 112-44 W

Tuesday Dec 30th
Comes in with strong S.E. trades and Ships crew imployed at boiling. Ship on port tack heading to the south

Lat 2-32 S
Long 113-19 W

Wednesday Dec 31st
Comes in with fresh S.E trades. Finished boiling 10.A.M. The crew knocked off refused to turn to duty they complained about their food. Saw the Steward and found them more of a variety and they turned to duty. I supose it was caused by a Sea Lawyer

1903

Remarks on Board Bark Gay Head Wallace Ashley

Thursday Jan 1st
Comes in with moderate trades and trying to get on whaleing grounds. Stowed down our Oil to day 45 bbls 17½ gallons

Lat 4-31
Long 114-42

Friday Jan 2nd
Comes in with trades well to the East and Ship cruising. To work repairing Boats from the House

Lat 3-58 S
Long 114 40 W

Saturday Jan 3rd
Comes in with fine weather and wind at about East, trying to get to the Eastward

Lat 3-00 S
Long 114-33 W

Sunday Jan 4th
Comes in with fresh trades well to the East trying to get on the grounds but have hard luck to get there

Lat 4=04 S
Long 115=16 W

Monday Jan 5th
Comes in with the trades well to the East and Ship on starboard tack close hauled

Lat 3-17
Long 114- W

Tuesday Jan 6th
Comes in with moderate trades well to the East Crew imployed at Ship duties generaly

Lat 2=25 S
Long 114-15 W

Remarks on board Bark Gay Head W. S. Ashley master

Wednesday Jan 7th
Comes in with moderate S.E. trades and Ship on starboard tack. To day we put out the starboard bow boat after repairing her
Lat 1=30 S
Long 113·26 W

Thursday Jan 8th
Comes in with fine weather and moderate trade winds. Ship cruising around where we saw the Whales
Lat 1=41 S
Long 113=03

Friday Jan 9th
Comes in with fine weather and moderate trades. Crew imployed at ship duties. Picked over the Potatoes and found many bad ones
Lat 3=07 S
Long 113=31 W

Saturday Jan 10th
Comes in with fine weather and fresh trade winds. Ship on port tack close hauled. Since we saw the first Whales the grounds have been very dry for we have seen nothing of any life only a few Ship jacks.
Lat 4=43 S
Long 113=49 W

Sunday Jan 11th
Comes in with fresh trade winds And at 7 Hok tacked to the south in hopes to make some eastern.
Lat 5=19 S
Long 114 10 W

1903

Remarks on Board Bark Gay Head W. S. Ashley master

Monday Jan 12th

Note

Comes in with fresh trades At 7 A.M. started to cruise to the westward and steering to course N.E. & W. untill sundown and then shortened sail and hove to on starboard tack

Lat 4-13 S
Long 115-00 W

Tuesday Jan 13th

Comes in with moderate S.E. trades At sunrise kept to course N.E. & W. and cruising untill sundown then shortened sail to the starboard tack

Lat 3-57 S
Long 116-08 W

Wednesday Jan 14th

Comes in with fine weather and cruising from sunrise to sunset to the westward At sundown shortened sail to the starboard tack

Lat 3-32 S
Long 117-05 W

Thursday Jan 15th

Comes in with strong trades and steering to course N.W. Bound away from the Off Shore Grounds.

Lat 2-28 S.
Long 117-49 W

Friday Jan 16th

Comes in with fresh S.E. trades and steering course N.W. Repaired the Foresail put almost A Bolt of ten ounce duck on it. The Off Shore Grounds have been pretty dry this year And if I should come here again I should keep well to the eastward in the N.E. trades.

Lat 00-55 S
Long 119-12 West

Remarks on Board Bark Gay Head W. S. Stanley Master

Saturday Jan 17th
Comes in with moderate trades and steering to course N.W by N Crew imployed at ship duties generaly

Lat 00=22 N
Long 121=14 W

Sunday Jan 18th
Comes in with moderate trade winds and steering course N.W. by W

Lat 1-25 N
Long 123=06 W

Monday Jan 19th
Comes in with light S.E. trades and steering course N.W. by W. At 1.30 took a squall with some rain from N.E and at 6-30 still blowing fresh from N.E suppose we have got the N.E. trade winds if so they are well to the South

Note

Lat = 2=00 N
Long 00-00

Tuesday Jan 20th
Comes in with moderate breezes from East and steering to course N.W by W. Crew imployed at ship duties generaly. Ships Pumps Attended to every day and Side lights burning bright

Lat 3=09 N
Long 126=13 W

Wednesday Jan 21st
Comes in with squalls of rain and heavy swell and moderate breezes from S.S.E and steering course N.W by W

Lat [illegible]
Long [illegible]

1903.

Remark on Board Bark Gay Head W. S. Ashley Master

Thursday Jan 22nd
Comes in with squalls of Rain & heavy swell and moderate breezes from E.S.E. And the good Bark Gay Head has done some very tall rolling around for the past three days.
A. Noble

Friday Jan 23rd
Comes in with squalls of rain and moderate to fresh breezes from N.E. Steering N.W. by W
A. Noble

Saturday Jan 24th
Comes in with Gale and heavy swell from N.E. And steering course N.W. by W under Courses and lower topsails
Lat 7-49 N.
Long 130=54 W.

Sunday Jan 25th
Comes in with strong N.E. trades and steering course under courses and topsails N.W. by W
Lat 8=59 N.
Long 132=28 W.

Monday Jan 26th
Comes in with strong N.E. Trades and steering course N.W. by W
Lat 10=32 N
Long 134=37 W

Tuesday Jan 27th
Comes in with strong N.E. trades and steering course W.N.W. Pumps and side lights attended to
Lat 12-26 N
Long 137=03 W

Wednesday Jan 28th
Comes in with strong N.E. trades and steering course W.N.W. George Canton off duty sick
he looks very bad but can eat light food. He coughs quite lot so give him some cough medicine
Lat 13-44 N
Long 139=40 W

Remarks on Board Bark Gay Head W.S. Ashley Master

Thursday Jan 29th
Comes in with strong N.E. trades and steering course W. by N. Started to make new Fore Staysail

Lat 14=55 N
Long 142=23 W

Friday Jan 30th
Comes in with fresh gale from N.E. and steering course W. by N under topsails and courses Pumps and side lights attended to

Lat 16=02 N
Long 145=31 W

Saturday Jan 31st
Comes in with fresh gale from N.E. and steering course W. by N. The last 24 hours we have made 220 miles on our course

Lat 17=10 N
Long 149=10 W

Sunday Feb 1st
Comes in with fresh N.E. trades and steering course W. by N

Lat 18=05 N
Long 152=24 W

Monday Feb 2nd
Comes in with strong N.E. trade winds and steering course W. by N. At 9=15 A.M. sighted the Island of Hawaii and at sundown had rounded the South end and was about 30 miles to the South of Kealakua Bay. Found the Chronometer to be to the East of true position twenty miles

Note

1903.

Remarks on Board Bark Gay Head. W.S. Ashley Master

Tuesday Feb 3rd
Comes in with all kinds of weather and trying to get in shore off of Calico Bay At sundown the Bay 30 miles off S.E. by compass.

Wednesday Feb 4th
Comes in with calms and variable winds. Took in S. Boat for repairs and general overhauling. Sent down Spanker Gaff found Goose neck broken. At sundown Calico Bay bears S.E. 12 miles off

Thursday Feb 5th
Comes in with all kinds of weather And cruising off of Calico Bay. Sent up Spanker Gaff and doing odd jobs painting

Friday Feb 6th
Comes in with variable woolies calms and A devil of A swell. Took in W. Boat for repairs. Finished new Fore Staysail. At sundown Calico Bay bears S.E. 15 miles off. Dont never come to Calico Bay again for good weather for since we have been here the swell has been terible

Saturday Feb 7th
Comes in with light variable winds and calms
Note At 2=45 P.M. raised A school of small Sperm Whales At 3=30 lowered three Boats and got A Whale to each Boat And at 9=30 had all three Whales to the Ship And the spot was about ten miles off shore from Calico Bay

Cruising of Kearakekoua Bay Island of Hawaii

Sunday Feb 8th
Comes in with variable winds and calms with heavy swell. At 7-30 hooked on to our first Whale and was about four hours cuting the three. At sundown Kalico Bay about E.S.E. to by compass twelve miles off. At sundown started boiling

Monday Feb 9th
Finished our Potatoes
Comes in with light variable winds. And boiling. Finished boiling at 7. P.M and Whales turned up about 35 barrells of oil

Tuesday Feb 10th
Comes in with variable winds. Finished stowing down at 2. P.M and at sundown blowing moderate gale from E.N.E with the South end of Hawaii bearing E.S.E ten miles off and Shif on Starboard tack heading about S.W

Wednesday Feb 11th
Comes in with fine weather and moderate breezes from E.N.E and cruising off shore At 8 A.M raised some Whales going to the S.E and they soon run out of sight. I supose they was Sperm Whales but am not sure

Lat 18-2
Long 151-14

Thursday Feb 12th
Comes in with fine weather and gentle breezes from E.S.E. Took in port B. Boat for repairs. And started to make new lower topsail

Lat 18-8
Long 154-21

1903.

Remarks on Board Bark Gay Head W. S. Ashley Master

Friday Feb 13th
Comes in with fine weather and gentle breezes from N W And cruising off shore because we cant get in shore. At sundown middle of Island bears N.N.E about 35 miles off. Crew imployed painting top gear.

Saturday Feb 14th
Comes in with a choppy sea and squalls of rain. And I find that there is a very strong currant runing to the south. At sundown fresh breezes from N.E and ship on starboard tack trying to make north

Sunday Feb 15th
Comes in with calms and light variable winds and we are trying to get back to the Island
Lat 18-47
Long 157=12

Monday Feb 16th
Comes in with Calms and light variable airs with heavy cross swell. And for the past week we have been trying to get back to Hawaii

Tuesday Feb 17th
Comes in with moderate N.E trades and cruising toward Hawaii.

Wednesday Feb 18th
Comes in with gentle breezes and fine weather from N.E Took in S. Boat to repair. At sundown Calico Bay bears by Compass East 12 miles off

sing off Kearakekoua Bay Island of Hawaii

Thursday Feb 19th
Comes in with light variable winds and cruising off shore ~~off~~ of Kayakakoua Bay just to the north of Calico Bay. At 10 A.M. sent A Boat in shore to a Steamer that was anchored in above Bay with two letters one for Capt Fisher at Honolulu and one to my Wife. The Steamer was to sail for honolulu to day At sundown the Bay bears by compass N.E. N.E. two two miles off.

Note

Friday Feb 20th
Comes in with fine weather and variable winds untill sundown then get fresh breezes from N.E. at sundown Calico Bay bears by compass S.E. by S 20 miles off

Saturday Feb 21st
Comes in with light variable winds and calms with A heavy cross swell. At sundown Calico Bay bears N.S. N 12 miles off.

Sunday Feb 22nd
Comes in with fine weather and light variable winds. At sundown Calico Bay bears by Compass N.E. 15 miles off

Monday Feb 23rd
Comes in with fresh gale from N.E. And standing in shore and off. At 4. P.M.
Lat 18.54
Long 156-31

1903.

Remarks on Board Bark Gay Head W. S. Ashley Master

Tuesday Feb 24th.
Comes in with strong breezes from N W and standing in shore and off. At sundown Calico Bay bears North 15 miles off.
For the past ten days a man has been laid up with pains in his left side his name is A. R. McKenzie

Wednesday Feb 25th
Comes in with calms and light variable winds. Off shore to the west of Hawaii

Thursday Feb 26th
Comes in with light airs and calms. and trying to get off shore but ship drifts toward the land at four P.M.
Lat 19=09
Long 156=10

Friday Feb 27th
Comes in with light variable winds and for the past ten days have been trying to get to the N.W. At sundown Calico Bears east 20 miles off

Saturday Feb 28th
Comes in with moderate breezes and fine weather from N.E and steering course N.W. by N intending to look around some of the other Islands. Wallace dont ever go to Calico Bay again looking for good weather or Whales for if You do You will get left
Lat 19=37
Long 157=03

Cruising off Hawaii Island up and down coast

Sunday March 1st
Comes in with moderate trades and fine weather And steering to course N.W. by W. At 7. P.M the light at Honolulu bears by compass N.E. by N. 24 miles off

Monday March 2nd
Comes in with fine weather and moderate breezes from N.E and steering course N.W At sundown shaped course for Bird Island
Lat 22-14
Long 159-20

Tuesday March 3rd
Comes in with light air from East and calm through the day with fine weather. Crew imployed at painting yards and mending old sails
Lat 22-43, N
Long 160-13 W

Wednesday March 4th
Comes in with calm and lasts through the day. Crew imployed at painting Ship outside
Lat 23=08
Long 160 27

Thursday March 5th
Comes in with calm and continues so untill sundown then get a gentle breeze from N.E and steering course W. by S.
Lat 23-06
Long 160-40

Friday March 6th
Comes in with fine weather and mostly calm Washed the ship outside and cleaning up generaly so Capt Fisher will be pleased with the look of the Ship At sundown Bird Island bears by compass W. S. W 28 miles off

Remarks on Board Bark Gay Head W. S. Ashley Master

Saturday March 7th
Comes in with fine weather and light southerly winds and cruising off Bird Island At sundown the Island bears by compass S. by E ten miles off

Sunday March 8th
Notes Comes in with fine weather and gentle breeze from West. Sent two Boats in shore at Bird Island fishing and they soon caught enough for all hands. At sundown the Island bears West fifteen miles off

Monday March 9th
Comes in with moderate breezes from North And ship cruising to the Eastward Lat 22-50
Long 160-22

Tuesday March 10th
Comes in with moderate breezes from N. E. And cruising Finished making new Vice Bench
Lat 22-53
Long 160-28

Wednesday March 11
Comes in with moderate breezes to fresh from East. Saw nothing through the day
Lat 23-12
Long 160-19

Thursday March 12th
Comes in with moderate breezes from East And cruising. Crew imployed washing paint work

Lat 24-05
Long Long 160-26

Cruising Around Sandwich Islands

Friday March 13th
Comes in with moderate breezes from South and ship cruising to the eastward. Chipped Paint to paint ship inside

Lat 24-16
Long 159-27

Saturday March 14th
Comes in with squalls of rain and fresh breezes from S.W and steering course S.E

Sunday March 15th
Comes in with moderate breezes from N.W and steering course S.S.E through the day At sundown hove to on port tack

Lat [illegible]
Long 157-46

Note Monday March 16th
Comes in with moderate breezes and fine weather from N.W. Ship under short sail. At 7-30 commenced to paint ship inside and at 2. P.M had finished painting. Took four gallons Oil and about 80 lbs white lead

Lat 22-05
Long 157-08

Tuesday March 17th
Comes in with squalls of rain and moderate breezes from N.W. Ship standing in and off of Oahu

Lat 21-47
Long 157-15

Wednesday March 18th
Comes in with moderate breezes from N.W and makeing short tack to windward of Oahu to be ready to go to Honolulu the 22nd

Lat 21-44
Long 157-28

1903.

Remarks on Board Bark Gay Head W. S. Ashley Master

Thursday March 19th
Comes in with fresh breezes from North and steering for Honolulu At 5. Pass five miles south of Diamond Head

Friday March 20th
Comes in with fine weather and moderate breezes from North, And Ship off Honolulu waiting for Captain Fisher to join the Ship. At sundown Diamond Head bears by compass N.W. 25 miles off

Saturday March 21st
Comes in with fine weather from N.E. At 12-30 took A boats crew and went on shore to see the Captain and get my letters. Found him well and he was to come on board monday

Sunday March 22nd
Comes in with fine weather and gentle
Note breeze from South. Ship off and on Honolulu William Graff the Ships steering boy took the ships life preserver and left the ship we supose to swim on to the shore which time he left no one knows

Monday March 23rd
Comes in with light variable airs and calms, And trying to work the ship toward Honolulu for the Captain and our stores, At sundown Diamond Head bears by compass West 12 miles off

Tuesday March 24th
Comes in with moderate breezes from W. N. W
And trying all day to beat up to Honolulu. At
Sundown Diamond Head bears N. W. by W 32
miles off

Wednesday March 25th
Comes in with light to fresh breezes from S. W.
Ship on and off of Honolulu

1903

Remark on Board Bark Gay Head

Thursday March 26th
Comes in with light breezes and calms
At 5-30 Tug Boat come off with
Captain Charles W. Fisher to take command
the rest of the voyage. And at sundown
steering to course W.S.W

Sunday April 5th
Comes in with fresh breezes East. And
ever since we left Honolulu we have had the
wind from the east with the ship on starboard
tack making a north course

Lat 34-06
Long 162-30

Thursday April 9th
Comes in with fine weather and moderate
breezes from S.E. To day is the first time
since leaving Honolulu we have had the wind
at any quarter but East

Friday April 10th
Comes in with moderate to fresh breezes from
West. At 5-30 raised five large Sperm Whales
soon lowered our boats I went long side of two
different Whales and my Boatsteerer darted
against boats whales but the irons come
out so I supose he did not dart hard enough
either whale would have made over a
hundred barrels. The fourth mate also struck
a whale and his irons also drawed

Lat 42-00 N
Long 161-30

Charles. W. Fisher Master

Friday April 17th
Comes in with fresh to strong breezes and squalls of Snow from S.E. At 10 A.M. raised a Steam Whaler supposed it to be the Bow Head Captain Cook. He was steering a course for Unimak Pass and would not stop to speak us

Lat 51.40
Long 155.00

Monday May 4th
Comes in with moderate breezes from N.E. Sighted Middleton Island and at sundown it bears W. by N. 7 miles off

Tuesday May 5th
Comes in with strong breezes from N.E. Named Steam Sch.r Monterey Capt Foley

Monday May 11th
For the past week have been cruising around Middleton Island have seen nothing of any note but plenty of whale feed Birds and Fin Backs

Note

Monday May 18th
Comes in with light breezes from N.W. At 5 A.M. lowered three boats for two Right-Whales, They was not showing any chance to strike and finaly saw the Boats and started to windward, So come on board

Lat 59-20 N
Long 140=11 W

On Board Bark Gay Head

1903.

Tuesday May 19th
Comes in with calms and light airs
At 10. A.M lowered four Boats for three
Note Right Whales but owing to not haveing
any wind could not get near enough
to strike
Lat 59-10 N
Long 139-40 W

Wednesday May 20th
Comes in with calms. At 8 A.M lowered and
Note tried for a Right Whale but could not get
near enough to strike. About the same place
as yesterday

Thursday May 21st
Comes in with light breezes from West and at
5. P.M lowered four boats for a Right Whale.
Note. but did not get near enough to strike. For the
past four days have lowered our Boats and
we would have struck if we could have had
a little more wind
Lat 59-48
Long 138-49

Saturday May 23rd
Comes in with fresh gale from East with
Mount fairweather in sight. To day is my
little daughters birthday eleven years old

Tuesday June 9th
Comes in with calms. At 10 A.M raised
a Right Whale haveing no wind did not get
him
Lat 59-05
Long 140-20

1903.

Saturday June 13th
Comes in with gentle breezes from S.W.
At 6-30 A.M. lowered four Boats for a number of large Sperm Whales. I got one and fourth mate got one. We did not save these heads and their bodys made 112 Bbls

Lat 58-10
Long 139-00

Monday June 15th
Comes in with fresh breezes from East
At 6-30 A.M. lowered three Boats for a large Sperm Whale third mate gallied him and away he went off

Lat 58-38
Long 142-08

Note Saturday June 20th
Comes in with mostly calm and Middleton Island in sight. Have cruised up to date all over Kodiak and have had lots of bad weather and and cold. have had bad luck in seeing Whales and when we did see them it was calm

Note Monday June 22nd
Comes in with calm and Ship north of Middleton Island ten miles. At 5 P.M. lowered for a large Right Whale and chased him with paddles to about 3 miles from the north of Island then it come in fog so come to ship

Note Tuesday June 23rd
Comes in with moderate breezes from N.E. to Hammed Stm. Monterey. And at 1. P.M. lowered for a Right Whale that had seen and kill the ship. The crew put off to the S.W. to fast for our Boat. Saw Whale S.W. of Middleton 15 miles

1903

Bark Gay Head

Wednesday June 24th
Comes in with gentle to fresh breeze from Nor-
Raised a School of large Sperm Whales and got
one to third mates boat. S.W of Middleton 12 miles

Thursday June 25th
Comes in with gentle breezes from S.W.
Raised school of Sperm Whales. And struck
one large one to second mates boat. Whale got
to cunning and give no chance to kill him
he run to windward so far from ship had to cut
Lat 5-8-54
Long 148-06

Tuesday June 30th
Saw two Right Whales had weather to calm
to get to them
Lat 57-42
Long 146-31

Thursday July 2nd
Saw a Right whale going quick to windward
Lat 58-06
Long 147-36

Tuesday July 7th
Saw two Right Whales but they saw our herd
the Ship before daylight and they was soon
out of sight
Lat 58-38
Long 157-20

Monday July 13th
Got a large Sperm Whale to my Boat
Lat 55--43
Long 149-40

Charles W. Fisher Master

Sunday July 25th
Comes in with strong breezes from S.W.
and steering a course for Unimak Pass
at 6-30 had got through the Pass

Sunday Aug 2nd
Comes in with light variable winds
at 10. a.m. anchored in 17 fathom off of
the Sand Spit Unalaska

Tuesday Aug 4th
Got under way and shaped a course for
St George Island

Tuesday Aug 13th
Comes in with strong breezes from S.E.
at 4-30 raised two Right Whales but
the weather come in thick so put back
to the Ship
Lat 57-12
Long 168-00

Friday Aug 14th
Comes in with gale from S.E. with
thick Fog squalls. Saw three Right Whales
but the weather was so bad did not lower
Lat 57-11
Long 168-14

Sunday Aug 16th
Comes in with moderate breezes and fog squalls
from S.E. at 6. P.M. raised and lowered for
a Right Whale but soon come in with thick
fog so come to the Ship
Lat 57-10
Long 167-14

1903

Bark Gay Head

Monday Aug 17th
Comes in with moderate breezes from S.E.
At 3-30 lowered our Boats for a Right Whale
soon I struck him to my Boat and at 6. P.M.
had Whale to ship

Lat 57-14
Long 168-21

Friday Aug 21st
Comes in with calm most of the day. At about
sundown lowered our Boats for a Right Whale
but did not see him again

Lat 57-14
Long 169-07

Sunday Aug 23rd
Comes in with fresh breezes from N.N.W. At
8. A.M. lowered our Boats for a gam of
Right Whales. At 3. P.M. the Eldridge struck
one to his Boat and at sundown had Whale
to Ship

Lat 57-10
Long 168-23

Sunday Aug 30th
Comes in with fresh breezes from S.E. At 8. A.M.
lowered our boats for two Right Whales. Soon
the Joseph struck one to his boat.

Lat 57-15
Long 168-20

Monday Sept 7th
Comes in with fresh breezes and fog squalls
At 12-30 lowered three boats for two Right
Whales but they was very cunning. Come in
thick so come to Ship

Lat 57-28
Long 168-53

Charles. W. Fisher Master

Tuesday Sept 8th
Comes in with moderate breezes from W.N.W
To day have lowered our boats twice for Right Whales. The boats had a nice large Whale Skin upon just before sundown

Lat 57-12
Long 168-40

Thursday Sept 10th
Comes in with fresh to strong breezes from N.E. To day we saw Whales twice and lowered the first time but whale acted back and started off. The other Whale saw the Ship and went to windward fast

Lat 57-00
Long 168-30

Saturday Sept 12th
Comes in with fresh gale from S.W
Since we left Unalaska we have had bad weather for whaling

Friday Sept 25
Comes in with moderate gale from W.N.W
At 4. P.M raised a Right-Whale going quick to windward did not lower

Lat 56-08
Long 167-13

Tuesday Sept 22nd
Comes in with fine weather and St George in sight found Chron to be to far to the westward 23 miles so therefor all the Whales we have seen have been that distance farther to the East, long miles

Season 1903.

Bark Gay Head

Tuesday Sept 29th
Comes in with fresh breezes from South and at sundown the Island of St George bears S.W eight miles off. To day we start for Frisco with chronometers all correct. I make a guess that we will arrive there on the 21st of Oct.

Note

Monday Oct 5th
Comes in with strong breezes from S.W and steering course S.S.E for the 72° Pass And at 10. P.M had passed through the pass and saw no land on either side

Tuesday Oct 13th
Comes in with strong breezes from E.N.E And can not go our course. We are however about half way to Frisco and we are all in hopes to soon get a fair wind to drive us along on our course

Lat 44-05
Long 150-00

Sunday Oct 18th
Comes in with light breezes from South and steering course E x S. We are to day 790 miles from Frisco And hopeing for a good breeze and fair so that our passage will be a quick one to Frisco

Wednesday Oct 21st
Comes in with light breezes from S.S.E And can not go our course. To day we bundled our Bone 25 bundles weighing 2450 lbs.
To day we are 600 miles from Frisco

Bound Home. 1903

Bark Gay Head

Sunday Oct 25th
Comes in with fresh breezes from South.
And can not go on our course. This passage
we have had southerly winds most of the
way and makes our passage a long one
To day we are 480 miles from Frisco

Lat 41-02
Long 132-53

Tuesday Oct 27th
Comes in with moderate breezes from S.S.W
And steering our course S.E by S At 3. P.M to
day we were 302 miles from Farallones

Lat 40-00
Long 139-26

Thursday Oct 29th
Comes in with strong breezes from S.S.W
And steering course for Point Reyes and at
6. P.M raised the light And we are now in
hopes to soon get a Tow Boat

Friday Oct 30th
Anchored at 5. P.M off of San Francisco

Saturday Oct 31st
Started for home

Thursday Nov 5th
Arrived at New Bedford 5:30 P.M

Year - 1903

Wednesday Feb 24th 1904
Left New Bedford for San Francisco to go as
First mate of Steam Whaler Belvedere.

Tuesday March 1st
Arrived at San Francisco and on our
way we had to lay over a whole day at
Chicago

Wednesday March 8th
Sailed from Frisco in Stmr Belvedere
See page 68

Adress of my friend at Valparaiso

Thomas — Santiago R. Dandere
Casilla 735
Valparaiso

1904

Voyage in Stmr Belvedere

Wednesday March 1st 1904.
At 11-00 A.M. Captain Allen came on board & Ship at anchor. Took our anchor and steamed out of harbor. At 3-10 P.M. Joint Bonita bearing North. Shaped course for cleaning all fouled S.W. x S with a crew of 45 men all told. At sundown everything secured and steaming to course S.W. x S

Thursday March 3rd
Comes in with moderate breeze and wet from S.W. At 8.00 A.M. slopped steaming and steering to course W.N.W

Thursday March 10th
Comes in with fresh gale from N.W
And Ship under lower main topsail
Have had bad weather and westerly winds since leaving Frisco
Lat 39-20
Long 130-00

Sunday March 13th
Comes in with rain and variable winds At 2. P.M got a breeze from and steering course West
Lat 40-14
Long 133-48

Wednesday March 23
Comes in with gentle breezes from N.W.
and steaming to a course N.W by W
Lat 44-42
Long 150-16

J. F. Tilton Master

Sunday March 27th
Comes in with fine weather and steaming
A course for Akutan Pass W. by W. to day is
my birth day Lat 51-49
Long 161-09

Thursday March 31st
Comes in with light breezes from N.W. and
Ship steaming toward Amalga Pass and at
6-30 Anchored in 17 fathom water in Dutch Harbor
Alaska

Tuesday April 5th
Comes in with fine weather. At 6-30 got
under way and catching Cod Fish all day
off of Cape Cheerful At 4 P.M. steamed to
course N.W. While lying at Dutch Harbor
took fifty ton of Coal put the Boats out sent
up cutting gear and got all ready for
whaling

Saturday April 9th
Comes in with fresh breezes and quite cold
from N.E. Lat 58-15
Long 173-40

Monday April 11th
Comes in with light variable winds and
steaming course N. by E. At 4. A.M. run into
young thin Ice. At 10-00 A.M. saw the Island
of St Matthew 15 miles off bearing N.E.

1904

Voyage in Steam Whaler Belvedere

Tuesday April 12th
Comes in with fine weather and gentle breezes from S.W and steaming course N½E through thin young ice all day and no sign of any heavy ice. We all think it unusual that we see no heavy ice as far north.

Lat at 62-05-
Long 173-07

Wednesday April 13th
Comes in with fine weather and gentle breezes from N.E At 2. P.M was at West cape of St Lawrence Island bearing N.E 12 miles Something very unusual to be at this point this season of the year and from St Matthew to this point we have seen nothing but thin young ice

Friday April 15th
Anchored at St Lawrence Island

Saturday April 16th
Saw A Bow Head N.E of the village at St Lawrence

Sunday April 17th
Got A Bow Head N.E of St Lawrence Village about 10 miles off 2,906 lbs Bone

Tuesday April 19th
Anchored at Indian Point. Saw A number of Whales N.E of St Lawrence Island but never saw the same one but once they went under the Ice

George. F. Tilton master

Saturday May 7th
Tied up the the Floe at Diameder

Tuesday May 17th
Anchored at St Lawrence Island

Friday May 20
Called at the South Head of St Lawrence Bay and got some trade

Thursday June 2nd
leaves in fog and moderate breezes from et. 16
At 7. P.M Indian Point 18 miles off and ice all in shore of us

Tuesday June 7th
Five of our men took the Dingie and started for the shore at East Cape but we caught them and brought them to the Ship

Sunday June 12th
Got our Water at Diomeder

Tuesday June 14th
At 12-10 A.M lost our Propeler coming through the Ice And at 3.00 P.M Anchored at Stone City and sent our Bone home 2.906 pound in 26 bundles by the Steamer Victoria

Tuesday June 28th
Got under way and sailed from Stone City at 8-30 P.M

Season 1904.

Voyage in Steam Whaler Belvedere

Monday July 4th
Anchored at Port Clarence and all hands got letters from home

Wednesday July 6th
Stmr. Alexander towed us to Sea and let go our hawser at Cape Prince of Wales

Tuesday July 12th
Anchored at Point Hope and did not see any ice to speak of

July 13th
At 8-30 hoq under way from Point Hope

Monday July 25th
Anchored off shore about 10 miles on account of the fog in Lat 70-25.

Tuesday Aug 2nd
Anchored just to the south of Icy Cape. Have had N.E. winds now for the past three weeks and Ship can not proceed North on account of head wind and a strong current running to the south And some heavy Ice off shore from us

Wednesday Aug 3rd
Shot a number of Walrus and saved three one of them I kept the Tusks.

Sunday Aug 7th
Ship at Anchor off Point Belcher. Some scattering Ice around and a thick fog. It has been foggy for the last week or more. Saw the Schr. Charles Hansen and spoke her yesterday the 6th

George. F. Tilton Charter

Monday Aug 8th
Spoke the Steam Schr. Olga off Wainright Inlet

Wednesday Aug 10th
Saw the Revenue Cutter Corwin and sent home a letter to my Wife. The Cutter was bound to Point Barrow

Friday Aug 12th
The Revenue Cutter Corwin sighted us at anchor stood in shore and anchored close to us. She reported all the other Ships at Point Barrow yesterday and they haveing made a start to go to the eastward later in the day.

Sunday Aug 14th
Ship at anchor off Franklin Point Sea Horses Have had a long Ice spell that keeps us from geting to Point Barrow

Thursday Aug 18th
Anchored off Cape Smyth. Found the Kennan schooner there. Reports from the natives that the Wm Baylies had taken a Bow Head off Point Barrow four days gone

Sunday Aug 21st
Went on shore at Point Barrow and found a Mammouth Tusk. And at five P.M. anchored off of the shooting station and 4 shot and traded for Ducks and brought to the Ship 180. Started to the westward to cruise to the east of Herald Island.

Season 1904.

Voyage in Steam Whaler Belvedere

Thursday Aug 25
Left Point Barrow to go to the westward steered to the South as far as Wainright Inlet and then the Ice run to the westward

Saturday Sept 3rd
Got a quite strong gale from S.W In the morning was close in to the Pack that looked solid enough and it run about East & West

Tuesday Sept 6th
Up to this date we have had quite lots of southerly winds And to day we run well to the north and saw no Pack or Ice at all
Lat 72-25
Long 168-00

Thursday Sept 8th
Herald Island in sight the most of the day and no Ice to be seen anywhere. At 7 P.M the Island bear S.W four miles distant

Wednesday Sept 14th
Rammed Steam Schr Monterey. She had taken two Bow Head Whales in about
Lat 72-45
Long 168-00

Friday Sept 16th
Saw two Bow Head Whales. Did not get one
Lat 72-13 N
Long 170-17 W

George F. Tilton Master

Saturday Sept 17
Got a Bow Head to the Wait Boat Lat 72-05-
2,388 lbs Bone Long 168-50

Sunday Sept 25th
At 5. A.M set all sail and started for Home. With
A fresh breeze from N.W. At 6. P.M Cape Lisburn
bears S.E sixty five miles distant. For a guess I
say we will arriave at Frisco Oct 28th

Note

Wednesday Sept 28th
Ship off South Head all day with light south winds

Saturday Oct 1st
Got a S.E. gale and had to run back in the Arctic

Thursday Oct 6th
Ship still off East Cape makeing short tacks with
the wind South

Saturday Oct 8th
Strong breeze from N.W and at 5. P.M the S.W end
of St Lawrence bears East

Wednesday Oct 12th
Comes in with strong N.W wind. At 7. A.M
was about fifteen miles from middle of 72° Pass
and wind let go. At 4. P.M got breeze from S.E
so run back away into Bearing Sea.

Thursday Oct 13th
Got a strong breeze from N.W at 10 A.M
and at 5. P.M was all clear of 72° Pass
and steering S.E by E to make an offing

Bound Home 1904.

Voyage in Steam Whaler Belvedere

Saturday Oct 15th
Was hove to for eight hours in the strongest gale I ever saw but one in my time, From S.W
J. Townsend broke his Leg
Lat 50-00
Long 164-00

Monday Oct 17th
We started for home the 25th of Sept and we have had up to date plenty of head winds and it now blowing a gale from S.E with ship hove to on starboard tack.

Thursday Oct 20th
Hove to under lower topsails all this twenty four hours

Thursday Oct 27th
Have had the wind mostly from the South the last week
Lat 46-15
Long 137-07

Sunday Oct 30th
Had a good days run making two hundred and thirty miles
Lat 43-54
Long 131-23.

Nov 1st
Bundled our Head of Bone 2,388
Whale sent home 2,906
5,294 total

Wednesday Nov 2nd
le omes in with gentle breezes from S.W.
To day we are two hundred miles from Frisco and all hands wishing for more wind

Thursday Nov 3rd
157 miles to Frisco and just heading our course with a good breeze from S.S.W

1904.

Sunday Nov 6th
Anchored in Harbor of San Francisco

Friday at 11 Oclock
Arrived Home.

Wednesday March 22nd 1905
Left Ft. Bedford for San Francisco

Monday March 27th 1905
Arrived at San Francisco

X Saturday April 1st 1905
Sailed in Steam Schr Monterey for a voyage on Kadiak and Arctic Ocean

My Wife went to the Hospital Jan 1st 1905 and come home Saturday Feb 11th 1905 just six weeks away from home

Season 1905.

Voyage in Steam Schr Monterey

Saturday April 1st
Comes in with fresh breezes from N.W
At 9. A.M. come on board of Steamer Monterey and at 10-30 took her anchor and started on the voyage whaleing with a crew of 28 men all told

Monday April 10th
Comes in with fine weather and gentle breezes from North. have had fine weather since we left Frisco after the first three days out
Lat 37-30
Long 131-20

Wednesday April 12th
Comes in with fresh breezes from West
Lat 40-14
Long 132-55

Saturday April 15th
Comes in with fresh breezes from W.S.W
have had mostly fine weather since leaveing Frisco
Lat 43-44
Long 135-02

Tuesday April 18th
Comes in with fine weather and have had fine weather since leaveing Frisco
Lat 46-52
Long 137-11

Friday April 21st
Comes in with fresh breezes from S.E
and steering course N.N.W
Lat 50-08
Long 137-20

Charles H. Foley Master

Saturday April 22nd
Fresh breezes from S.E. and steering course E by N
to day we commenced to stand mastheads
Lat 53-44
Long 137-40

Wednesday April 26th
Comes in with fresh gale from N.E. N and
Schr under short sail about 45 miles off of
Mount Redgecumbe

Sunday April 30th
Comes in with fine weather and gentle breezes
from East with Mount Logan and Mount St Elias
in sight all day
Lat 54-32
Long 143=12

Monday May 1st
Comes in with moderate breezes from S.E At 6. P.M.
Anchored at Middleton Island on the west side in
five fathom.

Tuesday May 2nd
Comes in with light breezes from S.W. took our
Anchor and steamed toward Sea Otter Bank but
saw nothing but plenty of Shutton Birds

Wednesday May 3rd
Comes in with fresh breezes and increasing from
N.E. N At 11-30 Anchored at Middleton Island
parted port cable so let go starboard Anchor
And Schr seems to lay all right in six
fathom

Season. 1905

Voyage in Steam Schr Monterey
Thursday May 4th
Comes in with such a heavy swell
Captain thought it best to let our chain
go so we slipped it and steamed to sea
intending to return and pick up our chain
and anchor again

Saturday May 6th
Steamed to Middleton Island picked up
our Anchor Buoy sighted the anchor and
let go again in nine fathom

Sunday May 7th
Comes in with light variable winds. At
3. A. M. got under way and steamed to sea

Monday May 8th
Comes in with fine weather Sent two letters
to my Wife by the transport Stmr Burnside

Tuesday May 9th
Comes in with light breezes from S.E sent a
letter to my Wife by the Stmr Excelsior

Wednesday May 10th
Comes in with fresh breezes from S.E. and
Ship 75 miles S x W from Cape St Elias. At 12-30
lowered for a Right Whale with no success. At 5-30
lowered again but no Whale

Charles. H. Foley Master

Sunday May 14th
Comes in with fine weather and gentle breezes from S.W and cruising. To day was the Captains birth day fifty years.
Lat 59-45
Long 142-11

Wednesday May 17th
Comes in with fine weather. Spoke two sealing schooners the Casco and the Vera the last named had lost on the 7th A boats crew of three men.
Lat 59-20 Long 141-30

Thursday May 18th
Fine weather from E.S.E Spoke the sealing Schooner No 2. Kinseimaru of Hakodate A japanese vessell the Captain of her reported to us as having seen A vessell bottom up yesterday and by the discription of her the Capt give us we supose the wreck to be A Whaler. We also herd of A part of A whaleboat drifting ashore at Middleton Island the night of April 30th
Lat 59-11 Long 140-41

Friday May 19th
Fine weather and heavy cross swell. Gammed the Bark Gay Head Capt Fisher

Tuesday May 23rd
This day comes in with fresh breezes And it is my little daughter birth day she being thirteen to day. At sundown fine weather from S.W
Lat 59-17
Long 139-50

1905-

Voyage in Gasoline Schr. Monterey

Sunday May 28th
Comes in with fresh breezes from S.W. Spoke the sealing Schr. Cascof Victoria

1905.

Charles H. Foley chaster

Season 1905

Voyage in Steam Schr Monterey

Wednesday May 31st
Rammed the Bark Alice Knowles and the Bark California

Thursday June 1st
Sighted Sea Otter Reef was steaming, throwed the lead about three Ships length and got four fathom I should say the reef was all of two miles long

Friday June 2nd
Anchored at Middleton Island to get Eggs but to early so got under way again

Sunday June 4th
Fine weather and cruising off Cape St Elias
Sent home two letters to Kate by the Stmr Santa Clara

Monday June 5th
Rammed Bark California off Middleton She was boiling a Sperm Whale

Wednesday June 7th
Had quite fresh gale from E.S.E. South of Cape Clear about 35 miles

Thursday June 8th
Saw three large Sperm Whales about 40 miles S E of Cape Clear

Tuesday June 13th
Rammed Bark Alice Knowles She had taken a Right Whale N.E of Middleton with it in sight

Charles H. Foley Master Season 1905

Wednesday June 14th
Thick weather with rain Anchored at Middleton Island At 7. Pm in six fathom in hopes to get some Eggs

Thursday June 15th
Went on shore at Middleton Island and got twenty two hundred Eggs. For Crow Bill Eggs about the 20th of June would be time

Friday June 16th
Gammed Bark Alice Knowles. She had taken a large Sperm Whale South of Middleton 12 miles off

Friday June 23rd
Fine weather but gentle breezes from S.W Lowered three Boats for a large Right Whale doged him for eight hours with out geting very near. South of Cape St Elias 40 miles

Saturday June 24th
Lowered three Boats again to day about the same place as yesterday for a Right Whale did not get near enough to strike

Thursday June 29th
Stopped on Portlock Bank and caught 150 Cod and holibut

Saturday July 1st
Comes in with fresh breezes from South. Have seen Sperm Whales the last two day. Spoke the Gay Head she had taken two large Sperm Whales about where we are Lat 56-33. N
Long 151-10. W

Voyage in Steam Schr Monterey

Tuesday July 4th
Comes in with fresh breezes from S.W. We hoisted our Ensign at the Peake. Capt treated all hands and had a very nice dinner and supper
Lat 54-17 Long 153-50

Wednesday July 12th
Comes in with fresh breezes from S.S.W and we are trying to get to Unalaska Lat 53-55
Long 160-37

Friday July 14th
Passed through Unimak Pass at 7 P.M Scotch Cap bears true North three miles off

Saturday July 15th
Anchored at Unalaska and got nine letters from my Wife and several Home Papers

Wednesday July 19th
Comes with fine weather At 4-30 A.M. took our Anchor from Unalaska and steamed to sea.

Friday July 21st
Caught three hundred Cod Fish I intend to carry some home

Wednesday July 26th
Anchored at Indian Point and got a few pair of Boots for the crew

Thursday July 27th
Called At South Head and got lots Boots for the Crew
At 5 P.M East Cape abeam and steering for Point Hope

Charles H. Foley Master Season 1905

Sunday July 30th
When off Point Belcher we spoke the Revenue Cutter Bear and I sent a letter to my Wife

Monday July 31st
Anchored at Cape Smith a short time to get the news and got under weigh again and at 1.00 P.M. shaped a course East for Point Tangent with no Ice in sight the rest of the fleet had passed Point Barrow July 24th

Wednesday Aug 2nd –
Steaming to the Eastward through very open Ice At 7. P.M. was off Manning Point

Thursday Aug 3rd
Comes in with fine weather And steaming to the Eastward At 8. P.M. Anchored at Herschel Island And at midnight got under way and pointed to the Eastward

Sunday Aug 6th
Anchored at Bailie Island at 6-20 A.M. and found the whole Arctic fleet except the Wm Baylies and Belvedere anchored.

Tuesday Aug 8th
Comes in with fresh breezes and fog from S.W.
Yesterday the Karluk got a Bow Head off of Bailie Island twelve miles

Voyage on Steam Schr Monterey Season 1905

Sunday Aug 13th
Fine weather and bound to Herschel Island we got as far as King Point and could not go farther Now if it was cold the prospects of geting home would be small

Tuesday Aug 15th
Anchored at Herschel Island in company with the Stmr Wm Baylies

Wednesday Aug 16th
Started for Point Barrow with light westerly winds

Thursday Aug 24th
Anchored at Point Barrow at 9 A.M. in company with the Stmr Wm Baylies

Friday Aug 25th
At noon got under weigh and steamed as far as Cape Smith and found the Ice hard on the beach so we can go no farther just yet

Sunday Aug 27th
Comes in with moderate breeze from S.W. Took our Anchor from Point Barrow and steamed into the lagoon to the east of the Point and anchored in three and half fathom and seven fathom at the entrance

Monday Aug 28th
Got under weigh from the Lagoon and working to the South with a fresh breeze from N.E and so ends

Tuesday Aug 29th
At 1-00 P.M. anchored off the Sea Horses and no Ice in sight. For the past eighteen days we have been in company with the Wm Baylies and have aped her in every move she has made.

Charles H Foley Master Season 1905

Friday Sept 1st
Blowing fresh from the westward. Gamed the Bark California. So far we have seen no heavy Ice here to the westward
Lat 71-30 Long 168-00

Wednesday Sept 6th
Blowing a gale from N.E. the most of this day
Gammed the California again the 5th

Thursday Sept 7th
Got a Bow Head to day the Curry struck him. Lat 71-40
Long 170-00

Friday Sept 8th
Lowered for a Bow Head to day but did not see him again. same place as yesterday

Tuesday Sept 12th
Have seen Whales the last three days in about the same place and to day the Wm Baylies got one Lat 71-23 Long 170-00

Thursday Sept 14th
Fresh to moderate breezes and very cold for the past ten days And mostly northerly winds. I shot a Polar Bear to day. Thermometer at 22°

Saturday Sept 16
Fine weather and cold from North. I shot a Bear to day and after killing him could not get him on account of the young Ice

Sunday Sept 17th
Fresh breezes from North and Thermometer at 22°. I shot a Polar Bear to day for Dr Prescott Lat 74-50
Long 169-05

Wednesday Sept 20th
Comes in with fresh breezes from N.E. & and for the past two weeks the wind has been about the same and on an average the thermometer has stood at 22° and scattering Ice all over the Arctic. The Steamer Wm Baylies has not been out of our sight since the 13th of August

Saturday Sept 23rd
Comes in with moderate breezes from N.W and Thermometer at 72° Named Bark California

Monday Sept 25th
Comes in with fresh breezes and increasing from N.E with lots of loose dangerous Ice around. At 2. P.M sighted Cape Lisburn and at 6-30 it bears E. S.E 25 miles off luffed to on port tack it not being safe to run on account of the Ice. I give a guess we arrive at Frisco the 24th of Oct

Tuesday Sept 26th
Comes in with strong breezes from N.E At 5. A.M kept off for Point Hope and anchored there at 12-10 P.M and at 1-00 P.M got under weigh again and steering for Diamedes To day is my dear wifes birth day 45 years old.

Wednesday Sept 27th
Comes in with fresh breezes from N.W At 4-15 P.M passed Fairway Rock And Bark California in sight bound south

Thursday Sept 28th
At 7-30 P.M was off the west end of St Lawrence Island

Steam Schr. Monterey Bound Home

Wednesday Oct 4th
Comes in with fresh breezes from N.W and steering course S.E by E for Unalaska Lat 55-25
Long 168-30

Thursday Oct 5th
Comes in with fresh breezes from N.W and steering a course for Unalaska At 10-30 Anchored there off of the Wharf and got fine letter from my wife telling me of her good health and also the two children.

Saturday Oct 7th
Comes in with fine weather from N.E At 11-30 A.M took our Anchor and steamed through Unalga Pass with a fair tide. At 5. P.M the Pass bears N.W 12 miles off. And steering S.E to make a good offing

Monday Oct 9th
Got quite a strong gale with a heavy and dangerous sea runing so have to on port tack with oil bags overboard
Lat 50-35 Long 163-40

Sunday Oct 15th
Comes in with E.S.E winds. So far our passage has been very slow for to day we are 1,650 miles from Frisco
Lat 44-12 Long 157-43

Monday Oct 23rd
Comes in with fine breezes from South and steering course East. To day we are just 750 miles from Frisco

Thursday Oct 26th
To day we have pumped our last Tank of Gasoline and we will save that together with about 150 gals we have in the feeding Tank to steam our last one hundred miles into Frisco. To day Point Reis 376 miles off.
Lat 39-10
Long 139-02

Steam Schr Monterey Bound Home Season 1905

Friday Oct 27th
To day we Bundled our Bone 24 bundles weighing 2,415 lbs.

Sunday Oct 29th
Calm for the last three days and no Gasoline to run on And to day we are three hundred and ten miles from Frisco.

Thursday Nov 2nd
Arrived at Frisco and started for home the same day

Tuesday Nov 7th
Arrived home to St. Redford and worked for the city 22 days. and started for Valparaiso to go as master of Bark La Perla from that port saturday Dec 30th

1906 Arrived at Panama Jan 6th 1906 and after waiting there untill sunday Jan 14th took Stmr. Guatemala for Valparaiso

Wednesday Feb 7th 1906
Arrived at Valparaiso was 40 days on passage out. My Wife and daughter arrived here March 13th

Saturday March 31st 1906
Sailed with wife and daughter as master of Bark La Perla

Thursday April 13th
Saw four large Sperm Whales the third
chate the Martin had one missed & got just
out of darting distance of the same whale
Lat 7-38 South
Long 80-35 West

Tuesday June 5th
Gammed the Bark James Arnold Capt Wm Wilson
off the Galipagos. We caught lots of nice fish
at the Rock of Redondon Lat 2-01 North
Long 92-45 West

Tuesday July 3rd
At Panama Bay At Anchor off of Cocos Point Panama Bay
chate the Rufine caught A Hump Back Whale
about 25 Bbls of oil

Wednesday July 4th
The chate caught an other Hump Back
in about the same place as yesterday
Anchored in twelve fathom water

Saturday Aug 18th
Anchored off Shirn or Leiner Rock Got A Whale the 7th
8th 12th 14th 16th 26th 27th of July makeing thir month 9
Whales caught. Got an other Aug 3rd Aug 6th Aug 8th Aug 10
Aug 13th two on the 15th and one on the 16th makeing
in all up to date 17 Whales about stowed down 750 Bbls

Thursday Aug 23rd
Anchored off Villa Island have now got 20 Whales
about 860 Bbls. Since we got in Panama Bay
have had good weather baring about 20 rain
squalls. The nights have been to warm to sleep
well below. We now want about 150 Bbls more
to fill the Ship then for Valparaiso

Season 1906.

Bark Sea Perla Wallace. S. Ashley master

Friday Aug 31st
Comes with light variable winds. John Lecart A native of Honolulu died haveing had consumption. We burried him at 6. P.M and my Wife said burial service over him. We have now got 970 Bbls of oil 80 more will fill the Ship

Friday Sept 7th
Took our last Whale and it will fill her chock full about 1,059 Bbls. We have taken in all 14 Cows with Calves and ten Bull Whales makeing in all 24 Whales. We are now anchored off Contradora where we will get our water and some wood then proceed to Panama to send my Wife and daughter home

Saturday Sept 15th
Anchored off the City of Panama at 6-30 P.M

Sunday Sept 16th
Took my Wife and daughter on shore at Panama City at 11-00 A.M

Tuesday Sept 18th
At 8-45 A.M Wife and girl took the train for Colon there to sail same day for New York by Royal Steamship Co

Sunday Sept 23rd
At 2. A.M took our Anchor. What kept us so long at Panama was waiting for money from Valparaiso

Wednesday Sept 26th
My Wifes birthday was 46 years old to day. Fine weather and calm most of the day
Lat 5-37 et
Long 78-15 W

Saturday Sept 29th
Light breezes and trying to make south. Lat 5-22
Long 77-55

Sunday Sept 30th
Comes with gentle breezes and overcast weather from W. S. W and Ship on starboard tack close hauled
No Obs

Monday Oct 1st
Calm most of this day and the low land in sight off of Point Chirambira 18 miles off

Tuesday Oct 2nd
We are haveing a hard time to make any headway on account of head winds
No Obs

Wednesday Oct 3rd
Comes with wind from West and can do nothing much toward getting to the south. At sundown Gorgona bears S. S. W 30 miles off
Lat 3-30 et
Long 77-5-4 W

Thursday Oct 4th
Stood out the port tack for 20 hours thinking to make by it and the current took 60 miles to the north so I guess we will keep in shore and beat to the south
Lat 4-30 et
Long 78-47 W

1906

Voyage in Bark La Perla Bound Home

Friday Oct 5th
Comes with moderate breezes from West
Passed to the east of the Island of Gorgona
close in and saw but one house on the
Island
Lat 3-12
Long 78-12

Saturday Oct 6th
Light Airs most of this Gorgona bears et to 20 miles

Monday Oct 8th
Comes with fresh breezes from S.W And trying
+ to make South. Wall if You go to Panama next
year make all the west You can when You start
from there bound to Valpo

Wednesday Oct 10th
Moderate breezes from W. S.W makeing tacks
in and off the coast trying to get South
Lat 1-11 et
Long 79-20 W

Saturday Oct 13th
Gentle breezes from S.W Called at the Point
of Galera and got Plenty of Bananas Cocanuts
Plantins four Pigs &c &c

Sunday Oct 14th
Comes with gentle breezes from S.S.W
* Raised A school of large Sperm Whales
lowered three Boats and the chate ske Rufine
struck one. We will not take his head because
we have no room for the oil. Whales body
made 66 Bbls
Lat 00-48 et
Long 80-42 W

Bark Lea Perla Wallace Ashley Master

Saturday Oct 20th
Comes with fresh breezes from S.S.W and Ship on port tack all this 24 hours
Lat 00-01 S
Lond 82-53 W

Monday Oct 22nd
Fresh breezes from S.S.W Ship on port tack makeing A course West by compass. It look as if we will have to pass to the north of the Galapagos Islands
Lat 00-30 N
Long 84-45 W

Wednesday Oct 24th
Haveing had such westerly winds could not wether Galipagos at sundown Abingdon Island bears south six miles off. Found Chronometer to be correct

Saturday Oct 27th
Light breezes and fine weath Ship on port tack making A west course A strong current seting us to the westward
Lat 00-23 N
Long 95-36 W

Friday Nov 2nd
Moderate breezes and Ship close hauled on port tack makeing true about A S.W course
Lat 3-17 S
Long 101-20 W

Wednesday Nov 7th
Comes with fresh trades have made to day about A S by W course And so far have had no bad weather at all
Lat 12-00 S
Long 105-50 W

Sunday Nov 11th
Comes with trades well to the East have made about S½E course the first eastern we have made for A long time
Lat 19-35 S
Long 106-39

Season 1906

Voyage in Bark La Perla Bound to Valparaiso

Saturday Nov 17th
Comes with gentle breezes and fine weather from N.E. We have had fine weather on the whole passage since we left Panama up to date
Lat 27-39. S
Long 103-07. W

Thursday Nov 22nd
Comes with fresh breezes from W.N.W and steering course east
Lat 33-19. S
Long 97-24. W

* Wednesday Nov 29th
Comes with calm. At 11. A.M raised a large Sperm Whale going quick to the S.S.W and in four risings he was out of sight
Lat 35-05. S
Long 88-57. W

Sunday Dec 2nd
Comes with fresh breezes from E.S.E and can not go our course and we have had this breeze for the past three days
Lat 34-08. S
Long 83-00. W

Monday Dec 3rd
Comes with moderate breezes from S.E. Passed the Island of Mas a Fuera and found the Chronometer to be to far to the west 22 miles

Tuesday Dec 4th
Comes with fresh breezes from S.E. And Ship close hauled on starboard tack at sundown Juan Fernandez bears S.E 35 miles off

Sunday Dec 9th
Comes with moderate breezes from S.E And at 5. A.M anchored off of the Oil Factory in ten fathom in the Bay of Valparaiso. So ends this voyage

Feb. 1st 1907
Went to the Dry Dock to have new timbers put in the La Perla
Tuesday March 5th
Sent letters to my Wife Son and Daughter

March 10th
Come off of the Dry Dock and anchored off the Oil factory

Chas Peck Arcoma

Season 1907

2nd Voyage in Bark Lea Perla of Valparaiso

Monday April 8th
At 4. P.M took our Anchor And Tow Boat took us well of Shore the weather being calm. At 6. P.M made sail with gentle breeze from S.E so kept to course E.N.W
Number of crew all told 33

Sunday April 14th
Light air from E.E.N.E lowered three Boats for Black Fish and third mate got one
Lat 27-49. S
Long 73-08 W

Wednesday April 17th
Gentle breezes from S.E At 4. P.M sighted Merino Head At sundown shortened sail with main yards aback

Thursday April 18th
Light breezes from S.E At 10-00 A.M raised A large Sperm Whale going to windward quick. Lowered two boats but soon Whale was out of sight
Lat 28-45. S
Long 70-50. W

Sunday April 21st  S. Boat ofr Santam

Comes with gentle breezes from S.E And the currant is takeing us to the North every day the wind is so light. At 1. P.M raised A school of 60 barrell Sperm Whales lowered three Boats doubled banked two of them. And second Mate got A Whale. Fourth mate had A nice big Whale missed
Lat 22-20. S
Long 70-37. W

Wallace S. Ashley Master

Saturday April 27th

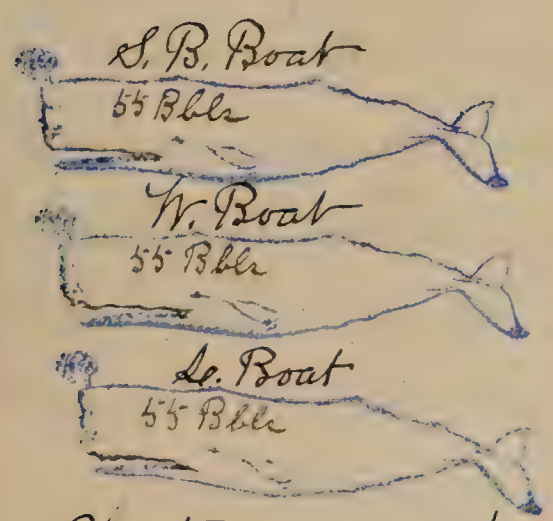
Comes with gentle breezes from S.E. At 7-30 A.M. lowered three boats for a large Sperm Whale Went to the Whale and fastened to him and shot him and had the Whale spouting good blood when out come the Iron and the Whale went off. Chased him but he had cleared his spouting and got to cunning to let a boat get to him.

Lat 19-10. S
Long 71-00. W

Sunday May 5th

Comes in with fresh trades and steering N.E. W all day at sundown shortened sail and laid aback all night on starboard tack in hopes to see a Whal tomorrow

Lat 12-56 S
Long 78-50 W



Saturday May 11th

Comes in with moderate breezes from S.E. At 6-30 the Santana raised a school of seventy barrell Sperm Whales. Lowered four Boats and at 8. A.M. the Davis struck a Whale. They brought to and the Mate, and third mate struck and at noon time had the three whales long side of the Ship. They was going E.N.E

Lat 6-52. S
Long 81-05 W

The line was cut or fouled by Whale instead of Harpoon coming out of Whale

Notes April 17th 1907

Season 1907

2nd Voyage in Bark Sea Perla of Valparaiso

Thursday May 23rd
Comes with light traders. Went on shore at Point St Elena to get some Sand and mail letters. To day is my daughters birth day 15 years old

Friday May 24th
Anchored off the north side of Salango Island at 3-30 P.M and made bargain for Fruit to come on board in the morning. Found the Chronometers to be correct.

May 26th Sunday
Got under weigh at daylight and stood off shore. Saw the Bark Nautilus and gamed her untill sundown. Got at Salango four thousand Oranges twenty Bunches Bananas two sacks Yams twelve Chickens Samuel Salay deserted while on shore duty

Monday May 27th
Started for the Galipagos Islands in hopes to get some more Sperm

Sunday June 2nd
At Sundown Charles Island bears W.N.W twenty five miles off

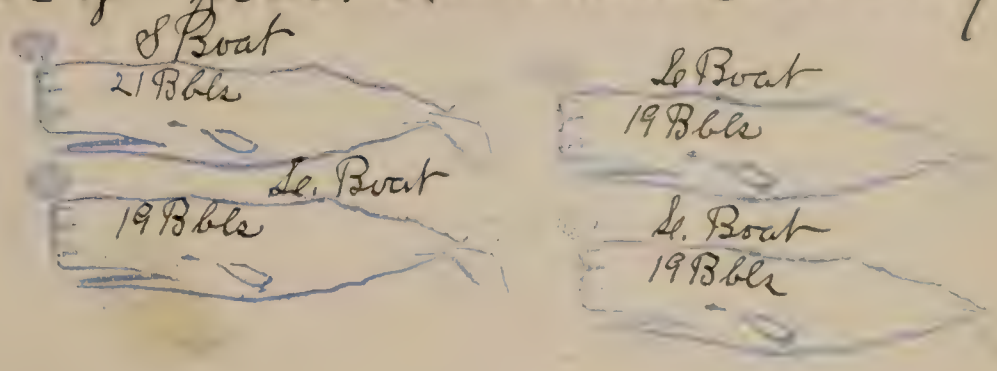
South Head Galipagos Islands

Wednesday June 5th
At 6-30 A.M raised a school of Sperm Whales lowered and got three South head bearing N.E.E twenty miles off

S.B. Boat 19 Bbls | S. Boat 19 Bbls | W. Boat 19 Bbls

Wallace. S. Ashley Season 1907

Friday June 7th
Whales all around the Ship before daylight at 6. A.M lowered and got four. South head bearing N by E 18 miles off



Tuesday June 11th
Comes with Calm At sundown Redondon Rock bears E.N.E. seven miles off. Caught two large Turtle to day

Sunday June 16th
On our way back to the coast Ship making close hauled A course E by N

Lat 01-55 N
Long 88-55 W

Saturday June 22nd
Called At Chanta and got A letter from my Wife and one from Mr D ammon

Wednesday June 26th
Moderate breezes from South And working Ship toward St Helena Point At sundown Anchored in 11 fathom with the village of Chandny bearing N.E four miles off

Friday June 28th Le.B. About 35 Bbls
At 3. P.M the Mate Struck A Whale and took him to the Ship at 7. P.M

July 4th Thursday Le.B. About 30 Bbls
We celebrate this day by geting A.H. Back Whale. The Mate struck him and took the Whale to the Ship at 7. P.M

Season 1907

2nd Voyage in Bark La Perla. of Valparaiso

Friday July 5th L.B About 70 Bbls
At 5-30 P.M Mate struck A fine large Cow and we saved her after raising her from the bottom where she had sunk

Wednesday July 10th S.B About 25 Bbls
At 5:30 P.M the Santana struck A Whale and at 10 P.M had Whale to Ship. Then anchored off Choro

Tuesday July 16th W.B About 25 Bbls
Struck two Whales to day. The Sharks ate the Mater Whale while on the bottom and we saved the third mater Whale. Off Shandny

Thursday July 23rd L.B. 35 Bbls
Mate got A Whale to day. Off of Chora

Saturday July 27th L.B. W.B 70 Bbls
Got two Whales Mate and third Mate

Tuesday July 30th L.B. L.B 35 Bbls
Mate got two Whales, At sundown anchored off Point St Helena

Tuesday Aug 20th
Mate got A Whale to day L.B. 35 Bbls

Thursday Aug 22 S.B.B. 25 Bbls
Fourth Mate got A Whale to day West of Deadman Island

Sunday Aug 25th
There has been but very few Hump Backs seen this past month by any of the Ships

Wallace. S. Ashley Master Bark Sea Perla

Thursday Aug 29th
Called at Chanta. Got two letters from my Wife

Friday Aug 30th
Anchored at Cape Pisado in four fathom. To get our fresh Water.

Monday Sept 2nd
Took our Anchor at 5 P.M and started for the Galapagos Islands

Sunday Sept 8th
Could not fetch to windward of the Islands.
At 4. P.M Tower Island bears N.E. ten miles off

Monday Sept 14th
Have cruised around the Islands, North Head Redondon Rock and Narborough for the past eight days and have not seen a thing

Friday Sept 20th
At 2. P.M two Boats went in shore at Cape Douglas Narborough Island. At 6. P.M Boats come to Ship with a Ton of nice bottom Fish

Saturday Sept 21st
Cruising off Redondo Rock. At 6. P.M. take our departure for the off shore grounds with a correct error for both Chronometer

Thursday Sept 26th
To day is my dear Wifes birth day. 47 years. God bless her and may she live long and be happy

Season 1907

2nd Voyage in Bark Sea Perla of Valparaiso

Tuesday Oct 8th
Have cruised the Off Shore Grounds from Long 102-00 and Lat 4-00 S to Long 112-00 W and did not see a spout of a Whale. So to day start for Valparaiso
Lat 4-10 S
Long 111-17 W

Saturday Oct 19th
Comes with fresh to brisk trades and squalls. Ship heading S.S.E. Lat 18-51 S
Long 113-53 W

Tuesday Oct 22nd
Comes with fine weather and we can make no eastern
Lat 23-32 S
Long 114-31 W

Thursday Oct 24th
Comes with fine weather. At 10-00 A.M raised a big Sperm Whale Chr Santana struck him but the Iron come out
Lat 26-13 S
Long 114-27

Friday Oct 25th 105 Bbls Lo. B.
Comes with fine weather and gentle breezes from S.S.E. At ten A.M raised the same Whale and lowered for him and soon the mate struck him and at sundown had his Head off and several blanket pieces on deck
Lat 26-53 S
Long 114-13 W

Monday Nov 4th
We have had a very light spell for the past ten day and have made very little headway. We sighted Easter Island and from the day we got the Whale up to this date we have only sailed about two hundred miles. As the position shows
Lat 29-14 S
Long 110-29 W

Wallace. S. Ashley Master Season 1907

Saturday Nov 16th
Comes with strong breezes from South and later hauling to S.W and steering East under reefed Topsails made distance 145 miles Lat 35-06.S Long 94-09 W

Monday Nov 25th
Comes with a strong breeze from South and steering course for Valparaiso. At noon anchored off of the Factory in harbor. So ends this the second voyage in Bark La Perla. 475 barrels Sperm and 350 Humpback Oil

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Monday Dec 2nd
Telegraped for my Wife to come on first Steamer

Saturday Dec 7th
Took charge of the Bark Peccadora

1908 Jan 4th 1908
Wife started for Valparaiso from New York

Thursday Feb 13th
Wife arrivered at Valparaiso, was 39 days comeing from New York

Wednesday Feb 19th
Sent draft to my Son of $25.00 and draft to my daughter of $65.00

Wednesday March 25th
Mr Tobar sent draft to my Daughter for Fifty dollars - Gold and was by agreement to send her Fifty dollars every three months untill I arrive back to Valparaiso
Got letter from Agent at Valparaiso dated Aug 10th That he had sent by my wish two hundred dollars makeing in all since my Wife come out here $265.00

Season 1908

Remarks on Board Bark Pescadora

Sunday March 22nd
Comes with a moderate breeze from S.E. At 12-20 P.M. Tow Boat come to us and we let go of our mooring Buoy and was towed to Sea. Let go from Tow Boat at 1-20 and kept to course N.W. by W under easy sail with a crew of 39 men and my Wife on board

Tuesday March 24th
Steering course North with a moderate breeze from S.E. At 2-00 P.M. raised a school of Big Sperm Whales. Lowered three Boats but the Whales soon weathered the Boats and kept going quick to windward
Lat 31-14. S
Long 72-34 W

Thursday April 23rd
Comes with gentle breezes And heavy swell from S.E. At 9-00 A.M. raised four large Sperm Whales. Lowered four Boats and Mr Dasa the second mate struck one and the Whale took his line but the third mate soon struck the same Whale and at 6-00 P.M. had his jaw on deck
Lat 7-10. S
Long 81-06 W

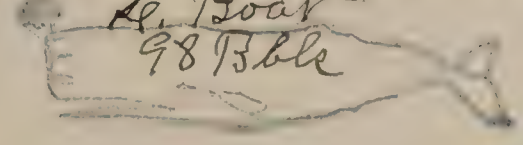
W. Boat 25 Bbls

Saturday May 2nd
Gentle breezes from S.E. Raised six Sperm Whales and Mr Lee got one
Lat 6-23. S
Long 81-39 W

L. Boat 45 Bbls

Wallace. S. Ashley Master Season 1908

Thursday May 14th
Moderate breezes from S.E. Our Sere struck and saved a fine big Whale. The Ships Sow had a litter of Pigs



Tuesday May 19th
Moderate breezes from S.E. Saw a big Sperm Whale just at night. Lowered for him and the Mate got near enough to strike. Boatsteerer did not try him

June 15th
Comes with fresh breezes S.S.W and steering for Worth Head. At 3 P.M. Boats struck and killed ten Whales. Then left all the dead Whales and come to the Ship. It was a beautiful night but the old Mate was either sick or tired and ordered all the boats to come to the Ship saying he could get the whales tomorrow. Well we never got one of the Whales because the current had taken them away at the head of Banks Bay and I almost lost our Ship trying to get some of the Whales

Friday June 26th
Got five Sperm Whales off Manta and they made 85 bbls

Sunday July 12th
Anchored off Cocos Point and commenced to Hump Back Whaling. We took all we wanted 800 bbls and left Panama Bay Sept 15th. Eleven Cows and Calves and Lil Bulls

Season 1908

Remarks on Board Bark Pescadora W. D. Ashley Master

Tuesday Sept 22nd
Got three small Sperm Whales that made us fifty barrels
Lat 3-40 N
Long 78-25 W

Tuesday Oct 13th
Got a large Sperm Whale had bad weather and lost his Head but saved 70 bbls
Lat 1-25 N
Long 80-29 W

Wednesday Oct 28th
Started for Valparaiso from off Plata Island

Sunday Nov 15th
Saw a large Sperm Whale going quick to windward. Lowered and chased him no success
Lat 6-06 S
Long 104-02 W

Tuesday Dec 15th
Saw a large Sperm Whale going S.E. But it was after sundown and could do nothing
Lat 36-32 S
Long 83-06

Monday Dec 21st
Arrive at Valparaiso at 1-30 P.M. anchored off the Oil Factory

Sunday Dec 27th
My Wife took the Stmr. Charcas one of Graces Line for N. York I give her one hundred and sixty dollars American Gold and 20 Pound english Gold $260.00 Her fare was $150.00 American Gold in all four hundred and ten dollars Gold

Wednesday April 7th 1909
Sailed on an other voyage with a crew of 38 men all told. On a Sperm and Hump Back cruise to Panama Bay and vacinity

Thursday April 29th
Comes with moderate breezes from S.E. At 8-30 a.m. lowered four Boats for a school of seventy barrells Sperm Whales. The Chate struck a Whale and the cuss knocked the whole bottom out of his Boat. Soon the third mate struck an other Whale and got served the same way. The boatheader struck the third mates Whale and got his boat nearly cut in two. Now with those boats bottom up and eighteen men in the water made my hair stand up. But the other two Boats picked up all the men with out any being hurt. We saved all the Boats and we will have a good job to repair them. We never got either of the Whales

Lat 16=19 S
Long 76-18 W

Saturday May 1st 77 Bbls
Fine weather from S.E. All hands repairing stoven Boats. At 11-20 a.m. Ashley raised a large Sperm Whale. Chr Barrow struck the Whale and at 2-30 had the Whale all fluked

Lat 15=25 S
Long 76-34 W

Tuesday May 11th 99 Bbls
Lat 8-04 S
Long 80-18 W
Moderate breezes from S.E. Raised a school of big Whales and Chr Baker got one

1910

Bark Josephine arrived at Valparaiso April sunday 10th

Arrived at Valparaiso Dec 30th 1910
Left Valpo on Steer for Panama and home
Feb 1st 1911

At Valparaiso I bought some trinkets. For Ring 160.00
Chile dollars Ear Rings 185 Breast Pin 8.5 dollars

Arrived at New Bedford Feb 27th 1911
Left at New Bedford for Vineyard March 11th 1911
Ship on Board Steer Alaskan as quartermaster
April 6th 1911

April 16th 1911
Left Steer Alaskan at Seattle

May 4th started to duty on Schr Alex T Brown
and sailed from Port Townsend May 7th As 2nd mate

June 4th started to Tacoma 1911

June 29th Arrived at Honolulu 1911

July 1st 1911 left the Schr A.T. Brown for the first time

July 9th 1911 left Honolulu
July 14th 1911 Arrived San Francisco
July 21st 1911 " at Bedford
Sept 1st 1911 Started to work for city driving team
moved in house 170 Hamilton St April 19th 1912
Feb 2nd Wife went to live with my son

1915

Thursday Nov 4th 1915 I resigned from Long Haulers and went to work on Stmr Commonwealth Nov 12th Started out on Stmr I Providence

Sat Nov 27th 1915
Shipped on Steamship Boston with Capt Frederick Whiting as Pilot Watchman and A assistant the Office Head shipped another man as I got out and come to St. Bedford and ~~[illegible]~~ started to work for the City Dec 6th

Made A trip to Kittery Thursday Dec 2nd 1915 at Boston

Wed Dec 22nd 1915 Shipped again on S.S. Boston as Pilot Watch

1916 Sun Jan 2nd 1916
formed Capts Mates & Pilots association

Jan 24th 1916
Took Second Mates position for A while on Stmr Maine

Jan 31st 1916
Took Second Mates position for A while on Stmr City of Brooklyn

Feb 13th 1916
Took second mates position on Stmr Mohawk and left here Feb 24th

Went to Sailor Long Harbor Wed March 22nd 1916 and left again May 2nd 1916 and came down shipped again on S.S. Boston as quartermaster

July 18th 1916 Sat July 15th 1916
I left the Fall River Line Stmr and started to work for Sa. Co. & Co. Coal Boat #31

1916 July 15th
Took A load of coal from Edgewater to Dunning up Hudson

Aug 11th
Took A load of coal 408 ton to Standard Oil Slip

Sept 5th Took 409 ton coal to Hastings Point Ferry

Sept 15th Took cargo of 224 ton coal to Croton on Hudson

Sept 29 Loaded for Croton again 236 ton coal

Oct 13 Took load 304 ton to Dunning

Oct 29 Took load 293 ton to G. H. Trafburn, Dunning

Went to Dry Dock for repairs Nov 15th and left there Nov 28th

Nov 29th Took load coal 231 ton to Tarrytown up Hudson

Dec 7th Took load coal 346 ton to Wallabout Canal

Working for Lehigh Coal & Navigation Company
1917 Boat No 31

Monday Jan 15th Undercliff
Loaded 147 ton Buckwheat coal for Columbia University
51st St. Pier N. Y. City

Tues Jan 23rd Undercliff
Loaded 396 ton Nut Coal for 137th Street Harlem River

Undercliff Sun Feb 18th
Loaded 213 ton Pea & Stove for Canal St N. River, For the
Orphans of Immaculate Virgin

Undercliff Mon Feb 19th
Loaded 400 ton Nut and Stove coal for Chas Bergmann
Williams coal March 10th 9 P.M. arrived at Elizabethport

Tues March 6th
Wrote to Corning

Tuesday March 27th
Loaded 391 ton Buckwheat Coal for New Town Creek. To Church & Dwight
Arrived back to Elizabethport Tues April 3rd 5:00 P.M.

Wednesday April 11th
Loaded 209 ton Nut Coal for J. N. Ellsworth at Key Port N.J.
arrived back to Elizabeth April 14th 1:30 P.M.

Wednesday May 9th
Loaded 396 ton Pea Coal for the New York Catholic Protectory
at Westchester N. York. Arrived back Elizabeth May 17th
and was towed to Brewers Dry Dock

May 20th Shifted to Barge Franch Chunk and made three trips
to Bridgeport and trip to Boston. Did not like the job so
asked the Boss for a Harbor Boat
Sunday Aug 5th 1917
Took the Boat No 32. for same company
Wednes Aug 8th
Loaded at Elizabeth 295.13 ton Pea Coal 134 St N. River for
Columbia University. Arrived at Hedgewater Aug Aug 15th
Wednes Aug 15th
Loaded 230 ton Broken Coal to Westchester Lighting Co
and arrived back Aug 23rd

Sat Aug 25th
Loaded 230.17 Broken Coal for Westchester Lighting Co at Yonkers. Arrived back to Hodgeville Sept 5th

Monday Sept 17th
Loaded 407.14 Stove and Egg Coal at Hodgeville for Keeler & Troubham at Ossining. Arrived back Sept 26th 11:00 P.M. to Hodgeville

Sat Sept 29th
At Hodgeville Loaded 411.14 Low Pea Coal for Lewis Phillips at Erie Canal

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Oct 8th 1917
Left the Lehigh Coal & Navigation Co

Oct 10th 1917
Went to work as bow watchman on Steam New Haven - left for Fall River Line

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Dec 11th 1917
Left Fall River Steam and went to work again for the Lehigh Coal & Navigation Co Boat #18 SL

Dec 24th 1917
At Hodgeville loaded 8 ½ Low Pea Coal for Lewis Phillips at Erie Canal. Arrived back to Portland Nov 17th 1918

1920 July 18th 1920
Still working for Lehigh Coal & Nav Co. On Boat #18 SL

Sept 15-1923 Left Le. C. & N. Co Boat

Children of Brand & Children, & Children of Clay Son Wm & Ruth

Mildred K. Ashley. Born Dec 10th 1908
William B. " " April 20 1911
Milton S. " " Aug 21st 1913
Lillian E. " " Nov 16 1914

Photo from Howard W Wood Collection.

IN OLDEN DAYS WHEN WHALERS PLIED — Whaleships tied up at New Bedford wharves were no uncommon sight in days gone by. The picture shows two once-monarchs of the deep —the Rousseau and Desdemona.

A MORNING WISH

By W. R. HUNT

In January Good Housekeeping.

THE sun is just rising on the morning of another day, the first day of a new year. What can I wsh that this day, this year, may bring to me? Nothing that shall make the world or others poorer, nothing at the expense of other men; but just those few things which in their coming do not stop with me, but touch me rather, as they pass and gather strength:

A few friends who understand me, and yet remain my friends.

A work to do which has real value, without which the world would feel the poorer.

A return for such work small enough not to tax unduly any one who pays.

A mind unafraid to travel, even though the trail be not blazed.

An understanding heart.

A sight of the eternal hills, and the unresting sea, and of something beautiful the hand of man has made.

A sense of humor and the power to laugh.

A little leisure with nothing to do.

A few moments of quiet, silent meditation. The sense of the presence of God.

And the patience to wait for the coming of these things, with the wisdom to know them when they come.

Impress on your mind these wishes

ASHLEY INVENTION CHARACTERIZED AS SOLVER OF FORD MAGNETO ILLS

William G. Ashley Perfects Apparatus that May Revolutionize Ford Service---Machine De-Magnetizes, Cleans and Re-charges Magneto Without Removal from Car

An invention which is characterized in automotive circles as being a long sought for solution of the magneto problem pertaining to Ford cars has been perfected and placed in operation by William G. Ashley, proprietor of the Ashley Storage Battery Company, 1085 Purchase street. The machine, concerning which a patent is pending, is called the Ashley Magneto Charger. It has three functions, the first to de-magnetize the coils of the magneto, second, to clean off all foreign matter that may have been deposited on the coils or copper band of the magneto, and third, to re-charge the magnets when the process of cleaning has been completed. The important feature of the machine is that it performs its work while the magneto is in place in the car thus obviating any necessity to tear down the engine to get at the magneto as was formerly the case.

William G. Ashley.

Simplicity Is Keynote.

The apparatus consists of a set of electrical instruments mounted on a wooden shelf-like arrangement and includes a transformer, voltmeter, compass for locating the positive contact on the magneto, a set of double pole two-way switches, a pair of ordinary Ford lights for measuring the brillance of magneto effect controlled by individual cut-out switches.

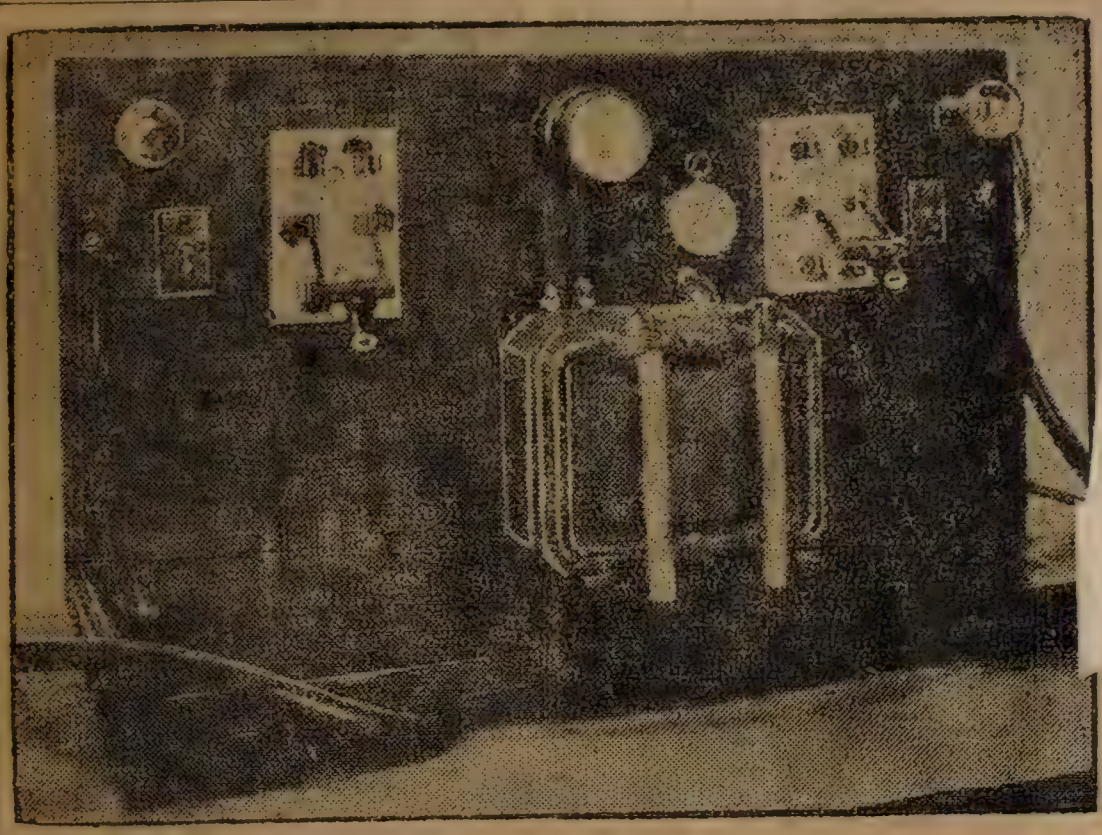
Alternating current of 110 volts is used in the operation of the machine and, of course, is stepped down to practical use within the scope of the apparatus by means of the transformer. The current passing through the transformer is sent through the two-way switches, which when thrown upward on the board in alternating current perform two operations at one time. The voltage sent into the magneto is so strong that all foreign matter such as pieces of wire, small particles of steel and iron, and other materials that may have been picked up from the crank-case and lodged upon the coils of the magneto, are immediately burned off from their positions on either the coils or the unprotected copper band circumventing the magneto. At the same time while this process of cleaning is going on, the current acts to de-magnetize the coils with the result that whatever foreign matter may have been held by magnetic attraction drops into the crank case and can be taken out when the oil is drained. Thus the cleaning process is completed without even wasting a minute's effort in attempting to remove the magneto from the car. The positive wire is attached to the magneto plug and the negative wire is grounded on the brake pedal.

Voltmeter Checks Process.

The magneto cleaned and de-magnetized, the next process of importance that is undertaken, is that of re-charging the magnets. The apparatus is still attached to the magneto and the brake pedal and then the two-way switches are thrown downward on the panel and direct current from a three-quarter horsepower motor generator is shot into the coils of the magneto. The voltmeter is in use throughout these operations and by this instrument the condition of the coils is figured. There are 16 coils on the magneto, each one capable of developing two volts, thus 32 volts is the maximum capacity of magneto development. Consequently the voltage measured shows clearly the amount of efficiency before the Ashley machine is attached. During the cleaning process, the voltmeter illustrates the effect of the current in ridding the coils of the foreign material. The completion of the process is registered by the full 32 volts appearing on the dial, of the instrument. Again in the final process, that of re-charging, the full efficiency of the magneto is registered before the current is taken off.

The set of Ford lights that are used are for the measurement of the brilliancy attained by the magneto after it is re-charged. They also fulfill a double purpose in that they give the efficiency of the lights attached to the car. When the apparatus lights show 100 per cent efficiency and

A BOON TO FORD OWNERS



Ashley Magneto Charger

William G. Ashley, well known in the electrical trade, has probably solved all Ford magneto problems by his invention of a machine that will enable 100 per cent. efficiency at all times.

the contrast of the car lights is below then trouble is demonstrated on the auto lighting system and this is regulated at the same time.

Big Service Aid.

To those dispensing Ford service, the advent of the Ashley machine upon the market is hailed as a big time-saver, while at the same time it provides the shop with a method of cleaning and re-charging magnetos in Fords that will prove economical to the auto owner. Under the old way of handling the problem of magneto trouble it was necessary to haul down the entire Ford engine to get at the magneto while the process of cleaning and re-charging was but simple in itself.

The machine has been in operation at the Ashley shop for the last week and the results that it has accomplished are proving very satisfactory to both the inventor and the Ford owners who have been bothered with magneto trouble.

TEM

ASHLEY—In this city, March 25, Simeon P. Ashley, aged 72 years. Funeral services at the Sherman Funeral Home, this evening at 7 o'clock. Relatives and friends are invited to attend.

ASHLEY—In this city, at St. Luke's

Death

Simeon P. Ashley.

Simeon P. Ashley, 72, 728 Washington street, Fairhaven, a draftsman and also employed as a builder and carpenter, died at St. Luke's Hospital here about one yesterday afternoon, death being due to a combination of troubles induced by old age and kidney trouble. He is survived by a son, Emery Ashley, a machinist, of Providence, by his first wife, and also by a widow, his second wife, Imo G. Ashley, and a daughter three years of age. He was a brother of the late Captain Wallace Ashley, who formerly commanded whaling vessels sailing out of this port and San Francisco.

Mr. Ashley was born on Mechanics lane, and had made his home in this city for nearly all of his life, removing to Fairhaven only a short time ago. He had been a foreman carpenter on many large building jobs and had also done considerable work as an individual builder. He had recently worked as a carpenter for Isaac L. Ashley. In connection with this work Mr. Ashley also did considerable work in drafting plans for houses of medium cost.

Philip A. Taber.

April 29th 1920

The World

"Circulation Books Open to All."

6—DAILY. ★ Copyright, 1920, by The Press Publishing Co. (The New York World). N

U. S. IS TOO RICH FOR PANIC; HALF WORLD'S GOLD IS HERE

(Special to The World.)

CHICAGO, April 28.—John Fletcher, Vice President of the Fort Dearborn Bank, handed a few figures on panics to Chicago's big business men at the meeting of the Association of Commerce to-day:

There are people foolish enough to talk about the possibilities of panic. With but 5 per cent. of the earth's population, we have 24 per cent. of its agricultural production, 40 per cent. of the mineral production, and we manufacture 35 per cent. of its goods. Our natural wealth is above $225,000,000,000, while that of our nearest competitor, England, is but $80,000,000,000. With this, it is impossible for things to go wrong.

THE REAL TROUBLE IN THIS COUNTRY TO-DAY IS THAT THERE IS A PREMIUM ON IDLENESS.

Our trade balance to-day is $5,000,000,000. We have repurchased our foreign placed securities to the value of about $8,000,000,000. We have loaned our allies $9,000,000,000 or $10,000,000,000. Half of the gold in the world is in the United States, and the deposits in the banks of this country are billions more than the total in all the other banks of the world.

sails, and two capable bos'ns took an absolutely green crew on a thirty-two-hundred-ton ship and made a round trip without a mishap. My assertions can be verified by recent records, for this trip was started May 27, 1918, and we hit back to Frisco January 27, 1919, with Captain Rasmussen on the bridge. He is still sailing.

I'll try to give you a few chanteys by a Swede or squarehead bos'n.

I'M a flying-fish sailor,
Just in from Hongkong.
Away, aye, blow the man down.

And once I was walking
Down Paradise Lane,
Away, aye, blow the man down.

A pretty young damsel
I there chanced to meet,
Away, aye, blow the man down.

A YANKEE clipper came down the river,
Blow, boys, blow.
A Yankee clipper came down the river,
Blow, boys, bully boys, blow.

And how do you know she was a Yankee clipper?
Blow boys, blow.
And how do you know she was a Yankee clipper?
Blow, boys, bully boys, blow.

Additional verses to Whisky Johnny:

OH, whisky gave me a broken nose,
Whisky for my Johnny.
Oh, whisky gave me a broken nose,
Whisky for my Johnny.

Oh, whisky made me hock my shoes,
Whisky for my Johnny.
Oh, whisky made me hock my shoes,
Whisky for my Johnny.

Oh, whisky killed my sister, too,
Whisky for my Johnny.
Oh, whisky killed my sister, too,
Whisky for my Johnny.

Trusting that the above material may be used advantageously by you, and that if published and any of your readers should remember "Zodia Pete," I would be delighted to hear from them, especially "Ike Knispel" and "Shorty Betts."

JOHN M. NEIKIRK, Dundalk, Maryland, also suggests that a meeting place be arranged in SEA STORIES MAGAZINE for separated shipmates. As we have already indicated, we are strong for such a department, and it will appear in an early number of SEA STORIES.

I HAVE followed the sea for nearly eight years, and my thoughts are still there. I started reading SEA STORIES MAGAZINE in March and think it wonderful. When you built the good ship SEA STORIES, I can see you put the best of material in her, for she seems strong. I hope she will always remain so, and avoid making leeway.

I agree with Brother Gilbert that it would be a great help to us to have a meeting place for our old shipmates, so I cheerfully vote for it.

LOUIS SHEPPARD, our old friend at Weed, California, has contributed some very interesting material to this department. We are glad to publish another letter from him which will bring to every sailor's mind certain clear recollections, if not fond ones.

Just received your September 5th number, and would like to say that it is all to the good. Make it three times a month, Skipper. I am sure all the old-timers who are now doing shore work would appreciate it.

Hurrah for Miss Inman. Her verse of "Shanghai Brown" is fine, and so are the rest of her chanteys. I am sending you another.

A YANKEE ship came down the river,
Blow, my bully boys, blow.
A Yankee ship came down the river,
Blow, my bully boys, blow.

Who d'ye think is skipper of her?
Blow, my bully boys, blow.
Who d'ye think is skipper of her?
Blow, my bully boys, blow.

"Boston Jack," the nigger lover,
Blow, my bully boys, blow.
"Boston Jack," the nigger lover,
Blow, my bully boys, blow.

There was a ship came home again,
Oh! Roll and go;
There was a ship came home again,
Oh, Tommy's on the topsail yard!

What d'ye think was in her hold?
Oh! Roll and go;
What d'ye think was in her hold?
Oh, Tommy's on the topsail yard!

There was diamonds, there was gold,
Oh! Roll and go;
There was diamonds, there was gold,
Oh, Tommy's on the topsail yard!

And what was in her lazareet?
Oh! Roll and go;
And what was in her lazareet?
Oh, Tommy's on the topsail yard!

New Jersey, has a word to say, about the mystery of the *Marie Celeste*. Half a dozen good writers of marine stories attempted in fiction the solution of the mystery, all of which were plausible.

Have been staying in this town for a few weeks, with friends, and by chance I picked up the copy of SEA STORIES dated September 5th, and this was the first inkling I had that such a magazine was published.

I notice that you mention the mystery of the *Marie Celeste* in your Log Book. How many of your readers know that a few years ago an old man working as a gardener in England turned out to be the sole survivor of this ship? After he died, among his papers was found a full account of what hap-

A Whopper

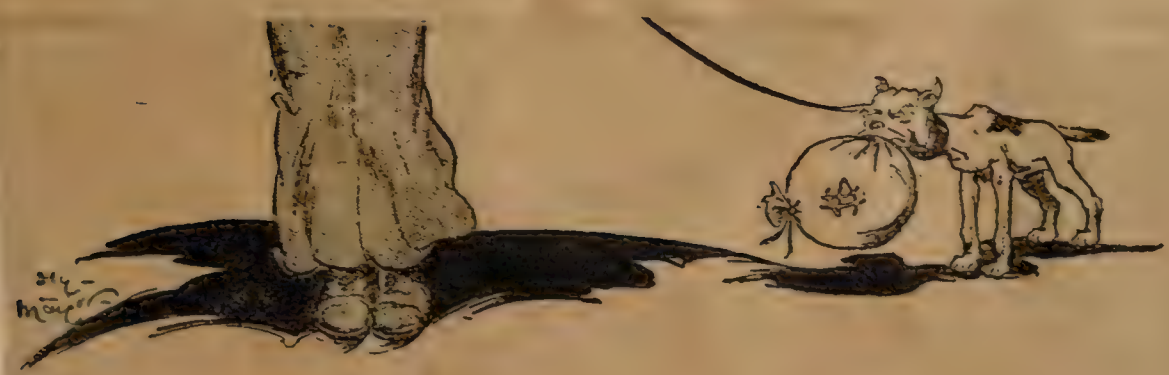
by Wallace Irwin.

THE biggest whale was ever——
In fact I think there never
Was ever flopper-whopper larger growed on land *or* sea——
Was one we seen cavortin',
A-blowin', and a-snortin'
Right off the coast o' Greenland in the spring o' '93.

We seen him far from inland——
His tail stretched plum' to Finland——
To see that million-pounder flop and flounder was a sight!
So we set out quite fancy
Upon the whaler *Nancy*,
To catch 'im and dispatch 'im and to bring 'im home ere night.

Upon the monster creepin',
(We thought that he was sleepin',)
We cotched 'im soon with our harpoon and jabbed 'im in the ear.
Then with a great commotion
He started for mid-ocean,
A-snaggin' us and draggin' us like jackstraws in the rear.

His size was so stoopenjus,
His speed was so treemenjus
We took the log which registered one thousand knots per hour.
And gallant Captain Standish
Remarked: "This is outlandish——
I think, be-gum, we're goin' some," and looked a trifle sour.



Whaling Experiences in Chilean Waters.

Captain Wallace S. Ashley.

HOME FROM CHILE.

CAPT. WALLACE S. ASHLEY TELLS WHALING EXPERIENCE.

Will Be Off Again on March 10 for San Francisco en Route for Arctic Whaling Cruise—Followed Sea Since He Was a Boy.

Just back from the Chilean waters, where he has been sperm and humpback whaling for more than five years, Captain Walace S. Ashley of 71 Fruit street will be off again on Friday, March 10. This time, he is to return to San Francisco, from which he has sailed northward many a year in search of whales, and will engage once more in his lifework whaling, cruising in the waters of the Arctic.

Captain Ashley has been sailing out of Valparaiso all the time he has been gone. He stated to a Standard reporter that would leave port about April 1, and return a little after December 1, during which period of the year there is fine weather along the South American coast. It was his custom to cruise up and down the coast, sperming and humpbacking, until July 1, and then put into Panama bay after the humpbacks.

Captain William Wilson, master of the James Arnold, a New Bedford man, is also at Valparaiso, stated Captain Ashley. Most of the whaling men in that part of the world, however, do not speak English. The captain's crew has been made up mostly of Chileans. Captain Ashley's last vessel was the bark Pescadora, 400 tons, belonging in Valparaiso. He has been captain all the time he has been away.

The cruising along the coast is occasionally broken by a fishing trip to the Galapagos islands, where fish are extremely abundant. Chatham and Charles islands of this group are inhabited by natives from Ecuador. Seals are very common on the arid shores of the group.

Captain Ashley tells of one very exciting experience during his absence. The second mate took his boat in between two whales, and one capsized his boat. A seaman got foul of the line, was towed out a ways, and then got clear. As his friends were setting out to rescue him, he threw up his arm and disappeared from sight. That was the last ever seen of him. A school of sharks were seen a moment later playing just under the surface of the sea.

The captain was born on Mechanics lane, in this city, Oct. 19, 1869, and has been whaling all his life, ever since he ran away from home as a boy, and stowed away on the bark Hunter, Captain Holt, which went whaling to New Zealand. He was gone 22 months on his first trip. On his return he went on the schooner Admiral Blake to the River Platte, and was gone 18 months. He then sailed as first mate of the William Wilson, Captain Loring Braley, and went to the Hatteras grounds.

The next voyage was on the bark Osprey, Captain Rufus Crapo, in which he was away seven months as a boatsteerer. The bark went to the Barbados and did well. The bark Hope On next carried him from home, on which he was boatsteerer. Captain Micha Baker took them humpbacking along the coast of South Africa.

When the captain left her on St. Helena, he shipped on a merchant ship from Rangoon, laden with rice. "All the crew were dead," said the captain, "and we didn't know it until after we shipped."

March 27th 1956.

Y, SEPTEMBER 7, 1920.

TENTH OF NATION LIVES IN 3 CITIES

Final Census Statistics Expected to Show One-Quarter Dwell in 67 Communities.

WASHINGTON, Sept. 6. — About one-tenth of the people of the United States live in the cities of New York, Chicago and Philadelphia, while more than one-quarter live in sixty-eight cities having a population of 100,000 or more, final statistics of the fourteenth census are expected to show.

The three cities with populations of 1,000,000 or more—New York, Chicago and Philadelphia—have a combined population of 10,145,521, showing an increase of 1,644,347, or about 19.5 per cent. in the ten years since 1910. Cities having 500,000 to 1,000,000 have increased from five in 1910 to nine this year, Detroit, Los Angeles, San Francisco and Buffalo having advanced into this class.

There was a net increase of two in the cities of the 250,000 to 500,000 class with a total of thirteen, although six cities advanced into this classification. They are Kansas City, Mo.; Seattle, Indianapolis, Rochester, Portland, Ore., and Denver.

There are forty-three cities of from 100,000 to 250,000 this year, a net increase of twelve, although eighteen have shown increases bringing them into this class.

The list of cities having a population of 100,000 or more, some of which have been revised since first announced, is given below in their order of rank with the designation of the 1910 rank and their 1920 population:

City.	1910 Rank.	1920 Population.
1. New York	1	5,621,151
2. Chicago	2	2,701,705
3. Philadelphia	3	1,823,158
4. Detroit	9	993,739
5. Cleveland	6	796,836
6. St. Louis	4	772,897
7. Boston	5	748,060
8. Baltimore	7	733,826
9. Pittsburgh	8	588,193
10. Los Angeles	17	576,073
11. San Francisco	11	508,410
12. Buffalo	10	506,775
13. Milwaukee	12	457,147
14. Washington	16	437,571
15. Newark	14	414,216
16. Cincinnati	13	401,247
17. New Orleans	15	387,219
18. Minneapolis	18	380,582
19. Kansas City, Mo.	20	324,410
20. Seattle	21	315,652
21. Indianapolis	22	314,194
22. Jersey City	19	297,864
23. Rochester	25	295,850
24. Portland, Ore.	28	258,288
25. Denver	27	256,491
26. Toledo	30	243,109
27. Providence	23	237,595
28. Columbus	29	237,031
29. Louisville	24	234,891
30. St. Paul	26	234,595
31. Oakland, Cal.	32	216,361
32. Akron, O.	81	208,435
33. Atlanta	31	200,616
34. Omaha	41	191,601
35. Worcester, Mass.	33	179,751
36. Birmingham, Ala.	36	178,270
37. Syracuse, N. Y.	34	171,717
38. Richmond, Va.	39	171,667
39. New Haven, Conn.	35	162,390
40. Memphis, Tenn.	37	162,351
41. San Antonio, Tex.	54	161,398
42. Dallas, Tex.	58	158,976
43. Dayton, O.	43	152,559
44. Bridgeport, Conn.	49	143,152
45. Houston, Tex.	68	138,076
46. Hartford, Conn.	51	138,036
47. Scranton, Pa.	38	137,783
48. Grand Rapids	44	137,634
49. Paterson, N. J.	40	135,866
50. Youngstown, O.	67	132,358
51. Springfield, Mass.	60	129,563
52. Des Moines, Ia.	62	126,468
53. New Bedford, Mass.	53	121,217
54. Fall River, Mass.	42	120,485
55. Trenton, N. J.	52	119,289
56. Nashville, Tenn.	45	118,342
57. Salt Lake City	57	118,110
58. Camden, N. J.	56	116,309
59. Norfolk, Va.	82	115,777
60. Albany, N. Y.	50	113,334
61. Lowell, Mass.	46	112,759
62. Wilmington, Del.	61	110,168
63. Cambridge, Mass.	47	109,694
64. Reading, Pa.	55	107,784
65. Fort Worth, Tex.	75	106,482
66. Spokane, Wash.	48	104,437
67. Kansas City, Kan.	65	101,177
68. Yonkers, N. Y.	66	100,226

I. R. T. CARRIED NEARLY BILLION FARES IN YEAR.

Report for Fiscal Year Shows a 50,000,000 Passenger Increase Over Last Twelve Months.

The annual report of the Interborough Rapid Transit Company, which will be made public to-day, shows a steady increase in passengers carried since the opening of the subways in 1904, and also on the elevated lines. The combined elevated

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RECEIVES PATENT ON THE STANDARD BASEBALL BOARD.

William G. Ashley.

The patent office at Washington has notified William G. Ashley, the electrician of The Standard office, that the patent covering the game exhibition device which includes the baseball and football score boards and other boards operated by a magnet to show the process of the game, has been allowed, and the certificates will be forwarded later. The patent has been pending for the past year and a half, since Mr. Ashley invented the baseball board which attracted large crowds to The Standard office in world series times. After the baseball board was declared a huge success Mr. Ashley experimented with a football gridiron and scored again. Another sport which was particularly mentioned when the patent was sought was the reproduction of a horse race. The board is patented under the name of The Standard Baseball Player.

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$25,000,000 INVOLVED.

SNUG HARBOR GETS RIGHT TO DISPOSE OF VAST ESTATE.

Original Property in Heart of New York Bequeathed to Decrepit and Disabled Deep Sea Sailors Was Worth Perhaps $45,000.

New York, Aug. 15.—The Sailors' Snug Harbor has come into its own. Supreme Justice Page has just handed down a decision which gives the trustees of the institution the right to dsipose of the property in any manner which they see fit. No more important decision could have been made in the interest not only of Sailors' Snug Harbor but of the city of New York.

The vast domain on Staten Island on which are located the buildings of Sailors' Snug Harbor is but a drop in the bucket of the holdings of the institution. The original property bequeathed to the decrepit and disabled deep sea sailors, more than a century ago, by Robert Richard Randall, is the heart of New York. It is bounded east and west by Fourth and Fifth avenues, south by Waverley place and Eighth street, and north by Tenth street. Wanamaker's two great structures stand on part of it.

This land was known in 1801 as Randall's farm. Robert Richard Randall was a gentleman of two centuries ago. He was the son of a pirate, Captain Thomas Randall. A legitimate privateer, the son called the pirate.

At that time the property was worth perhaps $45,000. Today it is worth at least $25,000,000.

Since the establishment of the home, 6,000 deep water sailors have been admitted. The present members number about 900. The death rate is about sixty a year.

In the case of American sailors those can enter who have served five years under the flag. Foreigners must have sailed under the flag for ten years.

With the falling off in the American merchant marine the owners of the estate might in time pass away. What then is to be become of the Randall millions

142

SAILING

YOUR gasoline yacht is all tommyrot
With its twenty miles an hour;
Just give me the reel of a good fin-keel,
And a half a gale for power.

With sheets trimmed flat, like a frightened cat
She starts for the open sea,
With snug-reefed sail and a buried rail,
And the ocean's breadth for a lee.

No rattle and yank of an engine crank
Nor the smell of a gasoline fume,
But the lift and drive of a thing alive,
And a jib that's soaked in spume.

Through the high crosstrees the rattling breeze
Sings a rollicking roundelay;
While clear and bright the rainbow light
Appears in the flying spray.

So it's canvas white and cordage tight,
And sheets that are hauled home taut;
With a wind that's loud in the straining shroud,
And a course toward a distant port.

ALFRED STUART MYERS.

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FLIES.

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them, and, when homemade, they are just as good, while costing only a fraction of the price.

Such traps, of course, should be set where the flies most do congregates—as, for instance, on the sunny side of a building out of the wind. A butcher shop is a great place for a flytrap; it will catch quarts of them in a day.

When the flytrap is full, the insects are easily killed by immersing the trap in hot water.

Flypaper of the "tanglefoot" kind is a first-class fly catcher. One does not need to buy it. Take two pounds of rosin and a pint of castor oil. Mix them and heat until the stuff looks like molasses. Smear it while hot with an ordinary paint brush on old newspapers. A dozen sheets of it will cost a cent.

The best poison bait for flies (says the United States Bureau of Entomology) is made by putting two tablespoonfuls of formaline (obtainable at any drug store) into a pint of milk and water, half and half of the two. Put the stuff in saucers in places frequented by flies. A little bread in it helps. But take care that children and animals do not drink it, for it is deadly poison. Keep all other liquids out of reach of the flies. They are thirsty all the time, and the stuff will kill them off by wholesale.

CAPTAIN W. S. ASHLEY HAS A CLOSE CALL

New Bedford Whaleman on Schooner Which Nearly Went to Bottom in the Pacific.

AT PUMPS 20 HOURS A DAY FOR 12 DAYS

Vessel Finally Reached Honolulu and Whaleman Comes to States by Steamer.

Captain Wallace S. Ashley, just back from San Francisco, had the closest call of all his sea faring experience, in a trip he started in, in a lumber laden schooner bound from Port Townsend, Wash., to Valparaiso.

Captain Ashley has been on the sea the greater part of 50 years, most always in whalers. This spring he went out to San Francisco, thinking that he would like to go north again in one of the whalers, that fitted out for the Arctic. When he go there he found that all the whalers had officers, and so he decided to make a trip down to Valparaiso, Chili, where he had been for ten or fifteen years master of whalers sailing out of that port.

He heard of a four-masted schooner loading lumber at Port Townsend, Washington, for Valparaiso, and he shipped as second mate on her, the Alex T. Brown, for the run down the North American coast and part way down the South American coast. The Brown was a substantial looking craft owned by the Globe Navigation company, and she loaded nearly a million feet of lumber.

She sailed from Port Townsend in May and made her way down towards the port of her destination. She was just about a month out, or not quite half way to Valparaiso, when one of the fiercest gales that Captain Ashley remembers sprang up, and the Brown was buffeted about like a small skiff. Seas would swep all over the craft, and the terrible raking she received started the craft to leaking, and at one time there was ten feet of water in the vessel's hold. All hands turned to and worked the pumps. "It was twelve days at the pumps 20 hours out of the 24," said Captain Ashley in telling of his experiences, "and it was the closest call I ever had of going to the bottom. I thought I was doomed, for the leak gained and it was all we could do to keep the water from gaining. The deck load of lumber, some 320,000 feet was thrown overboard, and this lightened the craft a trifle, and made it possible for us to get the donkey engine started, and in this way the men didn't have to work quite so hard.

"The vessel was making water at the rate of about seven inches an hour, and after the power pump was started we found that we were just able to cope with the inflow. Salt water had to be used in the boiler as we were short of fresh water, and the work of pumping had to be stopped at intervals owing to the effect of the salt water on the boilers. The seriousness of the situation was apparent to all hands and knowing that it would be impossible to make Valparaiso in the condition in which the ship was, Captain Mackay decided to head for Honolulu, and after a thirteen day's sail with a favorable wind, the Brown made that port 51 days out of Port Townsend."

The Brown was out of fresh water, and the vessel's bottom was in bad plight. All hands deserted the ship. Captain Ashley took a steamer to San Francisco and came, deciding to postpone his visit to Valparaiso till fall, when he may go out looking for a vessel.

"THE DEAD CAPTAIN"

By Clement Swift.

Another old time whaling captain gone;
He lies before us there with thin, grey locks,
And tired brow deeply seamed by cares at sea,
And thin hands crossed within the narrow box
That once were brown and served him mightily
Striving with icy ropes and sails when off Cape Horn.

Ah! that was very many years ago
And much is changed since his last voyage was made.
All of his ancient cronies tired with climbing the long hill
Have one by one within the greedy ground been laid.
And he, by far the strongest, though for long years weak and ill,
At last will find his rest beneath the frozen snow.

So longed for while at sea, this life on shore
No doubt has irked and chafed him, that whale-vane
Veering above his ornate mansion; outcome of the spoil
Of dead leviathans, has lured him till he shook his mane
And raged to think that the low price of oil
Forbade his rushing to the sea to hound the whale once more.

Shore-customs too, at which he railed and glowered,
Conventions making life run smooth, not even he exempt:
Galled him who was on his own ship—czar, pacha, grand mogul!
And classing all on shore as, "Lubbers," with a sour contempt
Glared on the flippant "Summerers" like an impounded bull;
But in his home he was a kindly man and not unduly soured.

And while he still could walk he did good solace find
In one snug place for years his refuge and his joy
A wharf-side office, where upon the walls were charts and shipping lists.
And thither gathered captains who, in talks, did many a whale destroy.
Men with bluff faces and loud voices and large, knotted fists
Who whittled, smoked and chewed and watched the mercury and wind.

Those thin, crossed hands so still in their last rest
Once brown and forceful grasping the iron-hard sail,
Gripping the hail-lashed rigging, climbing high,
Hauling the twanging whale-line "bowing-on" the running whale
Or grasping the blood red lance, waiting to see him die,
But now in this last sleep are laid crossed quietly on his breast.

Hang out reversed his ensign on his old ship rotting there!
Leave for a small half hour your whirring spindles to attend
This service, rendering homage to this brave old lion
Who fought those monsters of the sea, and only time could bend,
And that but slowly: his tough, seasoned frame, and will of iron
Let us remain to see the frozen clods piled on him in the biting air.

Leviathan, Now Largest Ship Afloat, to Leave Here July 4

1925

During her reconditioning at Newport News the gross tonnage of the Leviathan was increased to 59,956.65, making her the largest vessel afloat, according to the announcement made yesterday by W. J. Love, vice-president of the United States Shipping Board, at his offices, 45 Broadway. These figures are based on the calculations of naval architects who planned the reconstruction of the interior of the liner.

The Leviathan, which will soon leave the Newport News yards for Boston to enter the naval graving dock to have her hull scraped and repainted, will sail from this port on July 4, Mr. Love announced. She will fly the house flag of the United States Lines and is scheduled to depart every three weeks for Cherbourg and Southampton, each voyage to consume six days or less.

"The gross tonnage of the Leviathan was determined," Mr Love said, "by measuring the interior of the entire ship, including the hull and the superstructure, and from the measurements ascertaining the internal volume in tons of 100 cubic feet each. Inasmuch as the Leviathan had to be measured entirely by hand before blue prints of the vessel could be made, it was discovered that considerable new space was added to the ship as a result of the reconditioning. Additional space was also gained through changing the motive power from coal to oil.

The announcement that the Leviathan's gross tonnage had been increased came as a surprise to shipping men. The White Star liner Majestic is now relegated to second place among trans-Atlantic vessels as far as size is concerned. The Majestic, built by the Germans as the Bismarck, was constructed by them to supersede the Leviathan, formerly the Vaterland, and is 915.5 feet in length. The Leviathan's length is 907.6, but her beam of 100.3 feet is two-tenths of a foot greater than that of the Majestic. The depth of the two is the same—58.2. According to Lloyd's register the gross tonnage of the Leviathan is 54,282 and the Majestic 56,551.

DETAILS OF BATTLE LOSSES SUFFERED BY U. S. DIVISIONS

WASHINGTON, Feb. 1.—A summary of the casulty cables received up to Jan. 10, and 95 per cent. complete to date, give totals of casualties which put soldiers permanently out of commission but not including wounded, shows a total of 56,592 men. Of these 27,762 were killed, 11,396 died, 14,649 were reported missing and 2,785 were taken prisoner.

Two regiments of marines in the Second Division are listed separately, and the total show major casualties of 2,259. With these, the grand total of major casualties is 58,851.

The table below does not include the field signal battalions and divisional trains. The summary, as given out by the War Department, follows:

Div. No.	Killed.	Died.	Missing.	Prisoners.	Totals.
1	2,303	1,050	1,789	106	5,248
2	1,383	696	813	73	2,965
3	1,901	589	873	254	3,617
4	1,500	618	817	51	2,986
5	970	505	6,969	60	2,504
6	49	67	3	30	122
7	175	98	50	30	326
26	1,388	660	462	354	2,864
27	1,302	404	330	158	2,194
28	1,544	553	61,174	619	3,890
29	597	220	267	33	1,117
30	1,084	415	2,501	22	1,772
32	1,694	708	768	43	3,213
33	632	261	249	29	1,171
35	596	217	808	112	1,733
37	658	289	303	—	1,250
42	1,702	723	440	85	2,950
77	1,275	552	529	336	2,692
78	915	339	508	63	1,825
79	880	352	1,142	15	2,389
80	636	337	286	96	1,355
81	203	86	79	2	370
82	808	324	6,271	189	1,592
88	20	33	7	6	66
89	838	427	256	4	1,525
90	936	327	287	35	1,585
91	934	275	470	23	1,702
92	109	50	47	5	211
98	372	105	8	4	489
Totals	27,762	11,396	14,649	2,785	56,592

The marine list shows 1,562 killed and died, 697 missing and the total wounded as follows: Severely, 91 officers and 1,802 men; slightly, 186 officers and 5,296 men; gassed, 31 officers and 1,854 men—a total of 11,517.

THE PLACE OF TRUTH.

Now for the low road down to the sea—
Down to that stretching stillness
Where gulls swing dark and free—
Down to the blue horizon
That meets eternity. . . .

Down to the lonely sand-bars—
The end of the whirling world—
Where waves come up like fingers,
Graceful and strong and curled,
Reaching and reaching further,
By the arms of the ocean hurled.

There I shall lose my sadness,
There I shall lose my mirth—
Be filled with a strong, sweet gladness
That conquers the heights of earth;
There I'll think my thoughts to their endings,
And find what my soul is worth.

MARION LOCKWOOD.

WHALING NEWS.

Catch of South American Vessels Last Season.

Captain Alden T. Potter has received a letter from Captain Lyner, dated Talcahuano, September 22, in which the following reports are given as coming from Captain Hussey of the Gabriel Toro of that port. On July 4th the Gabriel Toro had taken 260 barrels of humpback oil, and Captain Hussey states that he had not seen a sperm whale during the voyage. He also reports the James Arnold with 120 barrels of sperm oil and 270 barels of whale oil. Both vessels hail from Talcahuano.

Captain Potter also has reports from the Valparaiso whalers, as follows: On June 16, bark Nautilus, with 400 barrels of sperm oil; same date, bark Pearl, clean; July 1st, bark Biscadora, with 120 barrels of whale oil.

Filled His Ship.

Captain Wallace S. Ashley of this city, who sailed his first cruise in command for Valparaiso owners, last season, is high hook for the whaling fleet sailing out of South American ports. He was in command of the bark La Pearla, which was reported on June 16 as being clean, and so she was at that time, but between July 3d and Sept. 10th he filled the ship with humpback oil, stowing down under hatches 1,100 barrels. Everything that could possibly be used as a receptacle for holding oil was utilized, and several of the water casks were even filled.

After leaving Valparaiso with Mrs. Ashley and daughter on board, Captain Ashley first cruised to the Gallipagoes, but it was fisherman's luck on the run. From the time the ship left port until July 2 the crew did not see a spout, then on the 3d, just by way of celebrating Independence Day, "Ah! blows! blows!" was sounded from the tops, and from that time until Sept. 10 whales were frequently seen, and the New Bedford master terminated his maiden cruise in command with a record of being high hook.

ALL FOR LOVE.

(Philadelphia Public Ledger.)

That "love often makes a fool of cleverest men" history furnishes abundant proofs, ever since (and long before) Mark Antony fell under the spell of Cleopatra's dark eyes and crowned a career of folly with suicide. Sheridan reveled in the role of hackney coachman for the pleasure of driving his adored "Nightingale of Bath" to her home night after night and exchanging love glances with her under the eyes of her unsuspecting father; and Canning put on groom's livery and did stable work for the delight of escorting, as groom in attendance, his master's daughter on her daily rides.

William Pitt, most unsentimental of men, as he considered himself, was so intoxicated by the charms of a pretty maid of Devon that he drank her health in canary out of one of her dainty shoes; and Mr. Sellwood, a notable man of his day, actually served as footman in the house of the lady he loved for 20 long years, until her husband's death set her free to accompany him to the altar.

And so it has always been from the German baron who had his right hand cut off because it had accidentally struck the cheek of a woman whose little finger was more to him than his whole body to the gilded young French nobleman, who served years of apprenticeship to the law and won fame to prove to his lady love that he was not the butterfly of pleasure she fancied.

There is no year that does not yield its crop of similar stories of men who have proved that no sacrifice is too great to win a lady's favor. When the youthful Count Francis Erbach succumbed at the sight of a peasant girl whom he met one day when riding in the forest at Erbach, he determined that she and no other should be his wife, cost what it might. That Anna Shultz earned her daily bread at the wash tub mattered nothing to this heir to great dignities and to estates valued at $1,000,000 a year. He defied his father's anger, fled with his peasant maid to London, and married her—a disinherited outcast.

"I do not for a moment regret the step I have taken," he said. "On the contrary, we are perfectly happy. I intend to work for my living, and have already taken steps to find employment." It is but a short time since the heir to a noble Italian house was lathering cheeks in the shop of a Clerkenwell barber, as the first fruits of a similar adventure in matrimony. Son and heir to the marquis di Castor of Naples, he turned his back on title and fortune at the bidding of love in the form of a pretty young dressmaker whom he took to London to wed.

THE SPIRIT TO-DAY

RAY I. HOPPMAN

Once again our starry banner in defiance is unfurled;
Once again for independence, for the freedom of the world.
Independence! Ah, we view it in a larger sense to-day;
Liberty of brother, nations and of peoples is at bay.
Other lands have grasped the meaning from the seeds that we have sown.
For the priceless gift of freedom is not ours to claim alone.
For that treasure sent from Heaven, for that free God-given air,
With the brotherhood of nations we are fighting "over there,"
So that all men may be equal, so that all men may be free,
For the thing that made our nation, for the cause of Liberty.
Till the ruthless foe surrenders, till the war of wars is won,
We have joined the comrade nations, "One for all and all for one."
Independence! Comrade nations, England, Italy and France
And America, united to defy the foe's advance,
Flags of freedom, flags of honor, flags of righteousness and pride,
In the din and smoke of battle flaunt that message side by side.
We commemorate the freedom of our native land to-day,
With unselfish thoughts for others, in a broader, bigger way.
For the bell that sent the message forth from Independence Hall
Rang not only for our nation but it loudly rang for all.
And to-day the roaring cannon forms the echo of the bell,
Speaking for the comrade nations in the roaring battle hell,
Till the victory is certain, till the bloody course is run,
Firm united stand the nations, "One for all and all for one."

SAILOR'S COUNSEL

by Gordon Seagrove

SAYS Jim to Bill: "To look at me
What's took a chance on every sea
You'd never think I'd own to fear;
I do, bedad—
I've always had
A missus waitin' on the pier!

"When we was hooked I had my charms;
You'd think she'd open up her arms
An' sing out jolly: 'Jim, my dear,
Come, kiss your pet.'
But, mate, I get
A thumpin' whack acrost the ear!

" 'You're home at last,' she says, 'to snore
An' track your sea-boots on my floor
An' bring your friends to drink my beer
An' rant an' row;
Just tell me now
How many girls you kissed this year.'

"That there's no way, I claim, to treat
A husband who sends home a neat
An' tidy bit o' wage each year.
I want a hug,
A cider-jug,
An' not a bash acrost the ear.

"You're single, Bill, an' single stay;
Don't let no wench make eyes your way—
Just back your yards and keep a-clear
The weddin' ring,
Unless, by jing,
You want a missus on the pier!"

"A BREATH OF THE BRINE"

NOW I'll sing you a rollicking ditty,
A salty old song of the sea;
So fill up your pipes, all my hearties,
And come splice the main brace with me.

I'll sing you the songs of the old days,
The while we hoist topsails galore,
As we run with all sail set before it,
Or, close-reefed, claw off a lee shore.

While we list to the chanteyman singing;
"Away to the old Rio Grande,"
Come on! let's masthead a main-topsail,
And haul away hand over hand.

We'll lay aloft while singing "Storm Along,"
Hear "Paddy Doyle's" own call,
As "Shenandoah" and "Ranzo" are ringing,
And then "Haul the bowline, haul."

Here's two that we always were proud of,
Come! "Away, haul away, Joe;"
And "Six men sat on the dead man's chest,
With a bottle of rum, yo-ho!"

Reef-down, while a good gale is blowing
The barnacles out of your hair,
Singing "Oh, whisky for my Johnny," or
"Sally Brown's" bully old air.

Now, ready for stays, hard down your wheel!
Ease off and maintopsail haul,
Brace round the fore yards, as off we go,
On Swallow-Tail Line, or Black Ball.

To-night the main brace we'll be splicing,
All hands have a watch below,
The "Jacks gone aloft" we'll be toasting,
And "HERE'S HOW" for those yet to go.

THEODORE P. CLEVELAND.

Coarse Pores and Large Blackheads on the Neck—J. H.—Wash the neck thoroughly with warm water and some good soap, rinsing well and gently drying. Paint the surface, just once at each application with iodine. Repeat this treatment after forty-eight hours if necessary or until desired results are obtained.

Fattening Fruits—Ethel M.—Bananas and grapes are best for those desiring to gain weight.

RHYMED PROPOSALS.

Well, well! Johnnie of Hoboken writes us to express the opinion that Elsie of Union Hill, who is seeking a mate, wouldn't make a good wife. He says he knows her, and while she's pretty and a hard worker, he fears she would not be a home-maker. On the other hand F. A. M. writes accepting Elsie's hand. We're inclined to believe Johnnie is a rejected beau or something. Here's what F. A. M. writes:

Dear Elsie of Jersey, if you are so sweet,
You are my cookie and I am your meat.
I'm not much on looks—not so much, as you'll see,
But I'd be delighted with tidings from thee.
I have a fine job and get pretty good dough,
So let's hear from you, dear; I don't think you're slow,
You won't have to cook, scrub, sew garments or wash,
For I can do those things and lots more, by gosh.

Schooner Alex T. Brown Comes Here In Distress

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"There's a four masted schooner off here, but I can't tell what she is," was the message that the lookout at Diamond Head gave to Captain Tripp this morning. The tug Intrepid was immediately dispatched to bring her in, and it was found to be the Alex. T. Brown, fifty-one days out of Port Townsend, bound to Valparaiso, in distress leaking badly, with no fresh water on board.

This caused some excitement on the waterfront, and the return of Captain Tripp was anxiously awaited. He put her in the stream in front of quarantine island, and then immediately went to the telephone at the foot of Fort street and telephoned to Captain Hyde of the Interpid to take water to the distressed vessel at once, as there was not a drop on board.

Captain T. D. Mackey is in charge, and he states that they were fifty-one days out from Port Townsend. The little vessel was laden with lumber. But stormy weather was encountered, and the boat suddenly sprang a leak. The hole in her must have been large for the water gained with great rapidity on the pumps. Captain Mackey saw there was nothing else to do but to jettison the deck cargo. This he accordingly did, and as the vessel grew lighter and lighter, and rose higher in the water, the leak was controlled somewhat, but still it was dangerous, and the Captain resolved to make for Honolulu.

Unfortunately, he has no agent here and he has had to go to the expense of cabling his owners to tell them his trouble, and ask for instructions. It is practically certain that she will have to go on the marine railway and be repaired before she goes any farther, as she could not go to sea in her present condition.

As the vessel lies in the stream now, she appears to be quite undamaged. She is certainly flying light, and has the appearance of having discharged her cargo. There are no signs that she has been through a tempestuous voyage, beyond rusty streaks down her sides.

The schooner was built at Washington by Ballard in 1903, and she is owned by the Globe Navigation Co. Her home port is Pt. Townsend. She is 180.9 ft. long, with a breadth of 40.2 ft., and a depth of 14.4 ft. Her crew totals nine.

Lost About 320,000 Feet of Lumber.

It is estimated that Captain Mackey had to throw overboard fully 320,000 feet of lumber before he felt safe with the boat. The vessel was making water at the rate of about seven inches an hour, and the power pump just found itself able to cope with the inflow, but unfortunately salt water had to be used in the boiler, and then the work had to be stopped at frequent intervals owing to the effects of the salt water on the boilers.

Captain Hyde of the Intrepid pumped to the Alex. T. Brown this morning 2,300 gallons of fresh water. The vessel, as she rides at anchor now, is not making much water, not more than four or five inches an hour.

There is now about 60,000 feet of lumber left out of the original cargo.

Some Fast Sailing.

The seriousness of the situation was not fully apparent until about twelve days ago. Captain Mackey knew that he would be unable to make Valparaiso, so he headed back for Honolulu. He was then some 2,000 miles away from here, but was lucky in getting favorable winds, which bore him here in twelve days.

Honolulu Paper June 29 th anchored in Harbor of Honolulu

Official Cruller Recipe Divulged

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THOSE delicious hot crullers that the Salvation Army made for the doughboys right up in the front line trenches will long be remembered. The members of the A. E. F. have tried in vain to inform their parents, wives or relatives just how they were made. The secret is out at last. Paste this recipe in your pantry:

5 cups of flour,
2 cups of sugar,
5 teaspoonfuls of baking powder,
1 saltspoonful of salt,
2 eggs,
3-4 of a cup of milk,
1 tablespoonful of lard.

Knead and cut and drop into boiling lard. The lassies who made these steaming bits of delicacy in France say that a happy smile, added to the doughnuts at the time of serving, makes them even more delightful.

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Just Whistle.

WHEN troubles assail you and grief gnaws your heart,
And you feel that you haven't the strength for the part
You know you must carry, don't worry, but start
In and whistle;
Just whistle—
A note that's as light as the down on the thistle;
There's a cheer that the tune to your spirits impart,
If you whistle, and whistle, and whistle!

WHEN cares tend to down you and friends you have known
Seem stilted and distant like mem'ries long flown,
There's no time for crying; it's no time to moan!
Start to whistle,
Just whistle—
A note that's as light as the down on the thistle;
You can stop others doubting and likewise your own
If you whistle and whistle and whistle!

WHEN all things go wrong and the fast world about you
Bids fair to defeat you and even to rout you,
And folks round about are beginning to doubt you,
Then whistle,
Just whistle—
A note that's as light as the down on the thistle;
The world and its folk have small reason to flout you
If you whistle, and whistle, and whistle.

O SAILOR with the wooden leg,
O sailor tell to me,
Why do you wear that timber peg
Below your gallant knee?"

"O stranger with the dark, sad eyes,
The missing leg ye name
Was bitten off," the tar replies,
"And this was how it came:

"When I was young and workin' spry
Upon the *Minnie* bark,
From East to West 'twas knowed that I
Could whistle like a lark.

"I used to whistle 'Nancy Lee'
With birdlike thrills adept,
And when I tried a minor key
The hardest-hearted wept.

"Me whistle used to fill the sail
When breezes there was none.
I used to whistle up a gale
And whistle down the sun——"

"But, sailorman," in haste I cried,
"What of your missing limb?"
"'Twas bitten off," the tar replied
In accents rather grim.

"Of all me tunes the sailors grew
So fond they used to shirk—
I had to whistle to the crew
To keep them blokes to work.

SETS COLORS.

165

Take one cupful salt with one cupful of vinegar, water enough to just cover material, soak twenty to thirty minutes (longer if you have time) and the color will never fade or run.

MAN SLAIN BY GERMANS LOST 13 SONS IN WAR

165

PARIS, June 18 (Associated Press).—Thirteen sons killed in battle, three discharged with grave injuries, one wounded four times, the father and one daughter summarily shot by the Germans for going to Lille, and another daughter killed by a German shell at Dunkirk is the record of the family of M. Vanhee, a French farmer of Reminghe, near Ypres. He had thirty-six children, twenty-two sons and fourteen daughters, all of whom were living when the war broke out. One of his sons, a valet to Pope Pius, returned to France to fight and was wounded in four different engagements.

Claims World's Record in Number of Children

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CLEVELAND, O., Jan. 28.—Mrs. Mary Di Gregorio, of Cleveland, claims to be the mother of thirty-one children. Thirteen are still living. Physicians declared this to be a world's record in motherhood.

Mrs. Di Gregorio was married when sixteen, she declared. Her oldest child is twenty-two and her youngest nine months, she said.

Good Stomach Medicine

2 Ounces Glycerine
1. " Powdered Rhubarb
2. ——— Teaspoons Saleratus
1. Teaspoon Peppermint

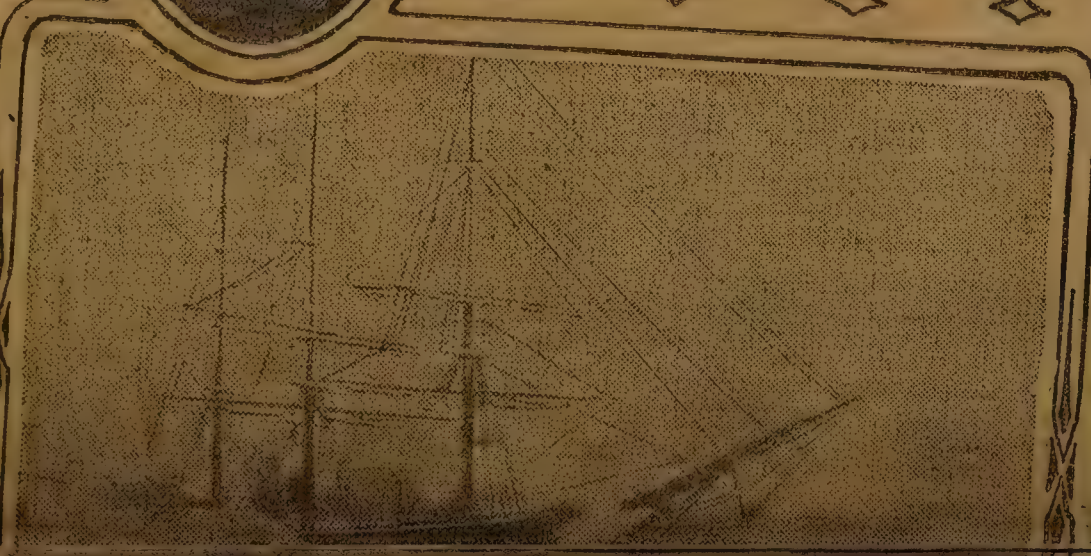
Strip all together and add one pint boiling water
Dose 1 teaspoonfull after each meal

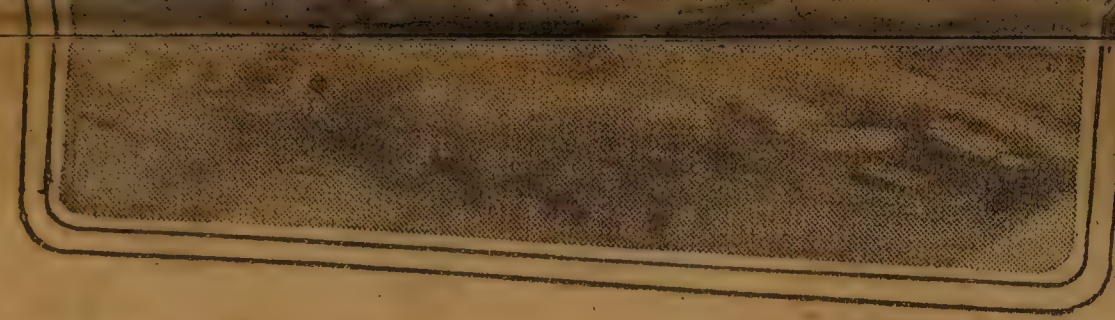
William A Lisley

THE NEW BEDFORD SUNDAY STANDARD, MARCH 2, 1913.

FROM WHALESHIP TO CITY CART.

Captain Wallace S. Ashley, After an Eventful Life at Sea, Now Prefers the Driver's Seat to the Quarter Deck—First Went Whaling to Escape a Whipping at School—Made Several Voyages to the Arctic and to Chilean Waters.





CAPTAIN WALLACE S. ASHLEY.

From being a captain of whaleships and a sailor in all the seas of the world since he was a boy of 13, to the high seat on one of the city's ash carts, where he exercises command over a big pair of grays as he did of a full rigged bark less than 10 months ago—that sums up the career of Captain Wallace Sumner Ashley of New Bedford. He has been everything on a whaler, from cabin boy to skipper, has been all over the world from the South American grounds to the Arctic, and of all the places he has been in and the jobs he has had, he likes New Bedford and his job with the street department best.

Forty-four years ago he made his first voyage from New Bedford as cabin boy and two years ago, he sailed out of Valparaiso, master of the bark Pescadora, on his last trip as a whaling master. Since his retirement from service on the sea, Captain Ashley has returned to this city, where he makes his home on Kempton street.

According to his own story, Captain Ashley was forced to go whaling or get a whaling. As a boy of 13 he attended the schools of the city and one day, when especially michievous, he made faces at the teacher. When the scholars were ready to depart at the close of the session, Wallace Ashley was ordered to remain behind. After his school mates had left, the school master called Ashley to the desk. The master was especially grave and as the lad drew near the desk the former lifted a long ruler from the top drawer of his desk and ordered Ashley to hold out his hand. Ashley took one look at the stern and unforgiving face of the school master, another at the ruler which he held in his hand, and then fled from the school room. He went home and before he had time to regain his breath, told his father that he wanted to go to sea. Simeon Ashley, his father, was willing that his son should follow the sea for his livelihood and he immediately procured a place as cabin boy for Wallace on the bark Sea Ranger.

Nine days after the happening of the school room where he had thumbed his fingers at the master, Ashley was headed out to sea on the whaling bark. For the first few days he suffered the usual agony of sea sickness, and as he lay in his bunk, he prayed that some unforeseen accident would force the vessel to return to New Bedford or to dry land. The vessel continued on her cruise, and before long, Ashley saw a whale captured. He had been aloft as the vessel cruised towards where the dead whale lay and as the captain shouted to him to come down, Ashley made a leap for the back stay, missed it and fell. As he struck the span lines he turned a somersault, but saved himself from injury by grasping one of the futtock shrouds where he hung. The weight of his body tore the flesh from his palms, but he hung on until he was able to get down by the ratlines.

In the Sea Ranger, Ashley stayed one season and the next, when the vessel reached New Zealand, he became homesick. In port where the Sea Ranger was lying, the bark Hunter was ready to sail for home. A longing to see his parents, finally led Ashley to stow away and with the aid of a boat steerer, he secreted himself on the Hunter. When the bark was well out to sea, Ashley showed himself. He was pressed into service as one of the crew and finally arrived back in New Bedford, after having been gone for 22 months.

He stayed home just long enough to see his parents, and then shipped as a sailor on the Admiral Blake, a Marion schooner of which Captain William Hathaway was the master. After the vessel had been at sea for some time, Captain Hathaway called Ashley aft and asked him if he thought that he could strike a whale.

"Certainly I can," was the boy's answer, as he moved aft with his clothes.

The Admiral Blake cruised several months, without even raising a whale. Finally the captain in disgust, put into Barbadoes. Ashley with a companion, secured shore leave and purchasing a stock of provisions, started for the sugar plantations on the island. Finally he sickened of life ashore and shipped on a merchant vessel for home. The next cruise that Ashley took, was on the schooner William Wilson. He shipped as a boat steerer and in five months on the Hatteras grounds, the schooner got 12 whales. Half of these were struck by him.

The next voyage was in the bark Osprey, with Ashley signing on as a boat steerer, though but 17 years of age. He deserted this vessel in Barbadoes and came home on the schooner Carrie E. Woodbury, a sugar boat. He didn't stay home long and after a short while, signed as boat steerer for a three year voyage, on the bark Hope On. He deserted the vessel at St. Helena, and came back to this country in a merchant ship. Ashley was then 21 years of age and he was married, and served several years on the Fall River line steamers.

The craving for excitement, however, led him to go whaling again and he shipped on the Admiral Blake as second mate. Then for four voyages, he went as first mate of the same schooner.

On one of these cruises, the ship had been out for several months without raising a whale. Finally one day, the lookout sighted a large whale. Two boats left the schooner, but had not gone far before a whole school of whales was sighted. As the boat in which Ashley was in, neared one of the largest whales of the school, the whale heard the approach of the boat and started to shake his hump. Ashley, however, let the harpoon go with all of his strength. The boat then backed off.

Preparing to hand Ashley the bomb gun, John Smith, one of the boat's crew, not knowing that it was loaded, accidentally discharged the gun. The bomb passed through the palm of Smith's hand, through James H. Alcorn's body killing him instantly, through the after oarsman's right thigh and passing through Captain Hathaway's legs, went through the boat's quarter and finally exploded in the water. The injured men were taken aboard the schooner, had their wounds attended to and while Captain Hathaway prepared Alcorn's body for burial, the rest of the crew cut in two of the whales which had been killed.

On his return, Ashley changed and went his next voyage as mate of the schooner Mary E. Simmons, of which Captain Manley was the master. Then he made another trip as first officer of the Admiral Blake, after which he sailed his last voyage out of New Bedford on the bark Lydia to the Japan sea, except for the fact, that the Lydia returned with plenty of oil.

From New Bedford, Ashley drifted to San Francisco and made his first voyage north, with Captain Foley in the Bounding Billow. The next season, Ashley was master of the vessel and the following year, went out as mate of the Gay Head, under Captain Fisher. This trip was into the Bering sea for right whales.

The next cruise, was in the steam schooner Jessie Freeman. This voyage lasted 22 months. The next year, after his return, Ashley was mate of the Belvedere and the following season, first officer of the Thrasher.

Early in the spring of 1905, Ashley again started north, this time as first mate of the steam schooner Monterey. This was the year, that all but two of the vessels of the Arctic whaling fleet were frozen in, the only two to escape, being the Monterey and the steamer William Baylies. From Point Barrow, Captain Ashley wrote to The Standard an account of the imprisoned whalers. The letter was brought away from Point Barrow in a revenue cutter and reached New Bedford and was published, long before the San Francisco papers were able to announce what position the vessels were in.

This trip in the Monterey, was Ashley's last trip north. A Chilean whaling company prevailed upon him to go to Valparaiso, where he stayed for six years, sailing out of there for three years as master of the La Perla and for the remaining three years, on the Pescadora. The La Perla was the old bark Hope-On rechristened, a vessel in which Ashley had made one of his early cruises. According to Captain Ashley, the Chilean vessels make cruises of eight months duration for sperm and hump back whales. But even whaling is being abandoned there now, as the competition has become so keen that there is little or no profit for the whalemen.

THE PEOPLE'S CENT A WORD TRADING

LOST.

LOST—PAY ENVELOPE CONTAINing $11.02, between Nield Mill, Nash Road and Tinkham Ave. Finder please return 163 Tinkham Ave. mar2-1t

LOST—BETWEEN MOUNT PLEASant and Cummings' Garage, automobile shaft. Return to CUMMINGS' GARAGE. mar2-3t

LOST—BUNCH OF KEYS, between Spring, Union and Fourth Sts. Return Fruit Stand, Union and Purchase. mar2-1t

LOST—FEB. 20 OR 21, LADY'S OPEN face Waltham gold watch. Reward. 152 Grinnell. mar1-2t

LOST—GOLD BRACELET, SUNDAY afternoon, marked A. Gurney. Return to Box 4 Standard Office. Reward. mar1-3t

LOST—LAST TUESDAY, A PEARL necklace, between Ruth Ave. and South Water St. Return E. DUPIN, 34 Viall St. mar1-3t

LOST — BLACK, TAN, WHITE hound. Notify D. H. STOWELL, 1235 Rockdale Ave. Reward. feb26-6t

FOUND.

FOUND—YOUNG PUPPY, 4 MONTHS old, with white body, black and yellow head, bob tail. Owner call 214 Coffin Ave., 3d floor, left. mar1-3t

FOUND—WHAT YOU HAVE BEEN looking for. Men's suits cleaned and pressed 50c. Bell phone 2743 brings the man. No charge for satisfaction on delivery. Get wise. Do it now. STAR CLEANING CO., 139 Purchase St. feb27-7t

MALE WANTS.

WANTED—SALESMEN. NO EXPERIENCE required. Earn while learning. Write today for list of hundreds of positions now open paying $1,000 to $5,000 a year. Address nearest office, Dept. 467, NATIONAL SALESMEN'S TRAINING ASSOCIATION, Chicago,

Take Your Ad to Any of These Want Ad Agencies

North End—Higham Pharmacy, corner Purchase and Willis sts.; R. Hutchinson & Son, 836 Purchase st., near Logan; Charles Lewin, 1087 Acushnet ave., near Coggeshall; Dion Pharmacy, corner Sawyer and Acushnet ave.; F. R. Pease, Davis and Acushnet ave.; Brooklawn Pharmacy, 1881 Acushnet ave., near Brooklawn Park; James G. Whalen, Lunds Corner.

Northwest—M. C. Healey & Co., corner Durfee and Cottage sts.; Berard & Co., corner Cedar and Parker sts.

South End—J. F. Robinson, corner Rivet and Acushnet ave.; Pease & Dandurand, corner Delano and South Water sts.; Charles Billington, 82 Brock ave., near Ruth; J. A. Murphy Pharmacy, corner Rivet st. and Bolton road.

Southwest—Mrs. J. H. Bell, 66 Dartmouth st., corner Grinnell; White & Fairchild, Wing and County.

West End—Watson & Boardman, corner Kempton and Hunter sts.; Mello Pharmacy, corner Court and Park sts.

Fairhaven—H. L. Card, 26 Centre st.

Oxford—H. J. Legault Drug Store, end of car line, Oxford.

PROFIT BY THESE OPPORTUNITIES

On this page there are a great number of business opportunities. There's the chance to buy, sell, exchange, rent or hire. If you wish to secure a tenant, or wish to hire competent help, insert a Want in these classified columns.

Cent a Word a Day, Five Cents a Word a Week

NO CHARGE LESS THAN 25 CENTS.
NO AD. COUNTED LESS THAN 12 WORDS.

FEMALE WANTS. | FOR SALE | FOR SALE.

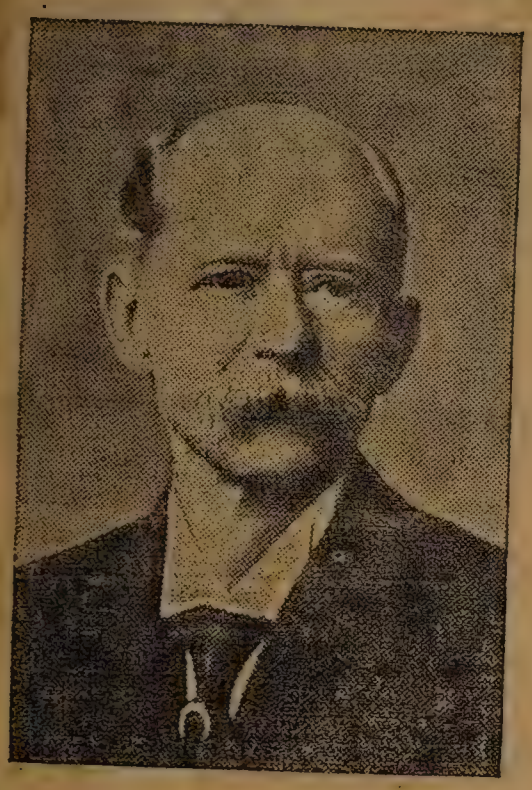
Will Master Steamship Tuscan

DEATH OF DR. D. C. ASHLEY.

SEASONED SOLDIER, STAGE FAVORITE, POPULAR OFFICIAL.

Fought in the Ranks in Many Battles of Civil War—Achieved a Reputation as Blackface Comedian—20 Years Inspector of Milk.

Dr. Daniel C. Ashley, well known veterinary physician and inspector of the milk, animals and provisions of the city of New Bedford, died this morning at 5 o'clock at his residence, 76 Linden street, aged 65 years, 15 days. The cause of death was a complication of diseases. Dr. Ashley had been ill but a short time and recently was at St. Luke's hospital for an operation. He left the hospital last Sunday, but apparently he had not made much improvement, and since then had rapidly weakened until the end.



Dr. D. C. Ashley.

Dr. Ashley was one of the best known men in this city, his duties as inspector of milk and his official connections bringing him in close contact with men of prominence throughout Bristol county in particular. He has a long record in the service of the city, being first appointed as milk inspector by Mayor Walter Clifford, in February, 1889. He received his appointment by taking a civil service examination with ten other candidates for the position. Only two of the ten applicants for the position successfully passed the examination, Dr. Ashley and Dr. W. H. Hornblower. Dr. Ashley has held office continuously since his first appointment.

Mr. Ashley was a native of New Bedford and has always resided here. When the Civil war broke out Dr. Ashley was but 17 years of age, but his patriotism was so intense that he, after considerable difficulty on account of his youth, was allowed to enlist in company D, 20th Massachusetts volunteers, on July 13, 1861. Young Ashley's enlistment was for a term of three years, and without bounty. It was not long before he was transferred to the front, and he was a participant in many of the most important engagements of the war. He served with McClellan all through the

(Continued from First Page.)

Peninsular campaign, and was in all the battles and operations which took place before Richmond in that stirring campaign. Dr. Ashley received his christening in warfare at the battle of Balls Bluff. After serving a greater part of his enlistment he was discharged for physical disability incurred in the line of duty, and he came back home to recuperate. Before the war had terminated, and before he had really recovered his old time vigor, Dr. Ashley again sought to enter the military service, and he enlisted in company B, third Massachusetts artillery, and served with that company with distinction until honorably and finally discharged.

Previous to his appointment as milk inspector Dr. Ashley was well known as a veterinary surgeon, but when he accepted the position of milk inspector he gave his entire attention to the duties of that office.

Dr. Ashley had always made strong public declarations for a pure and clean milk supply for the city, and some of the notices he issued to the milk trade in the furtherance were characteristic of the man and stated the cause and danger of an impure supply, promising protection and aid to all dealers who complied with his rules and regulations, but threatening prosecution to those who did not.

In the report of his office to the city council in 1905 Dr. Ashley created quite a sensation relative to the practices of unscrupulous butchers who carried on a slaughtering business in Dartmouth just over the line, and disposed of their meat in the poorer sections of this city. Dr. Ashley declared that much of the meat thus brought into the city was from diseased cattle, and was unfit for human consumption. The law did not give Dr. Ashley power to condemn this meat, but so vigorously did he fight these unscrupulous butchers that he succeeded in driving them from the city.

Dr. Ashley was a member of William Logan Rodman Post 1, G. A. R., of this city.

In his younger days Dr. Ashley gained considerable fame as a member of the Harmonians, an organization of minstrels who were great favorites in this section during the sixties and which played in many New England cities. Some of the other members of this organization were G. W. Cobb, D. W. Cobb, W. G. Pierce, Daniel W. Eaton, Philip S. Hatch, Louis Dantsizen, Marshall T. Skiff, William Waterman, Nate Luce, Chan Thompson, Joseph Clark and Ed Kilpatrick. Dr. Ashley and Nate Luce were well known throughout show circles by a duet they performed on the violin and banjo, each doing some fingering on the other's instrument. There are many people who yet laugh when they remember the excruciatingly funny sketch put on the stage by Dr. Ashley and "Marsh"

s, entitled "Up in a Balloon 88," which the entrance of Mr. Mills made from the flies. 1836
nother selection in which Dr. Ashused to stir the emotions of New ford people shortly after the Civil was his rendition of the still fate Negro melody, "Old Black Joe." that time the feeling against the elties of slavery in the southern es was intense, and Dr. Ashley was successful in his deliniation of this hetic Negro character that he used be compelled to respond to encore r encore.
side from his large circle of nds in an official circle, Dr. Ash- was well liked and well known to ny with whom he fraternized with the ordinary friendships of life.
Dr. Ashley is survived by a widow d one daughter.
The funeral services will be under e auspices of post 1, G. A. R., and ll be held Tuesday afternoon at 2 clock. Rev. George H. Howes will be e officiating clergyman.

In Acushnet, May 1st, Maria C., wife of the late Otis T. Sherman of this city.
Funeral private. 1914

DR. ASHLEY'S FUNERAL.

City Officials and Grand Army Men in Attendance.

The funeral of Dr. D. C. Ashley was held this afternoon at his residence, No. 73 Linden street, and was largely attended by relatives and friends, among the last named being representatives of the city government and William Logan Rodman post 1, G. A. R., of which organization Dr. Ashley was a member.

Rev. George H. Howes, pastor of the Universalist church, conducted the service, and with its completion the burial ritual of the Grand Army of the Republic was read. The remains were conveyed to the Peckham West cemetery for interment, and at the grave a firing squad discharged a volley. The pall bearers were selected from William Logan Rodman post 1, G. A. R.

At the service the remains were encased in a black broadcloth casket, the Stars and Stripes covering the casket through the ceremony both at the house and at the grave.

Among the floral tributes were the following: From the widow, a large pillow, inscribed "Dear Husband"; from the daughter, Mrs. N. L. Bowen, a mound, inscribed "Papa Dear"; from Mayor Bullock and the board of health, a large flat bouquet; from William Logan Rodman post, a wreath; from Women's Relief Corps No. 53, a flat bouquet; from Mr. and Mrs. J. H. Lawrence, a wreath; from Mrs. Mary A. Ashley and family, the same; from Mr. and Mrs. W. B. Bennett, a flat bouquet; from Mr. and Mrs. William J. Kimball, a basket of cut flowers; from Mr. and Mrs. F. L. Remington, a crescent; from Preston and Doris Remington, a heart, inscribed "Uncle Dandy"; from Dr. and Mrs. Browning, a flat bouquet; from Mr. and Mrs. E. F. Wood, a flat bouquet; from Mrs. George D. Robinson of Vineyard Haven, a flat bouquet; from Mr. and Mrs. Charles Jones, a flat bouquet; from Mrs. Browning and Mrs. Jennings, a mound; from Mr. and Mrs. E. H. Chamberlain, a flat bouquet; from John Remington and Mr. and Mrs. Chester Tripp, a crescent, inscribed "Our Dear Friend" from the Misses Emily and Annie Tripp, a flat bouquet; from Mr. and Mrs. Charles H. Taber, a flat bouquet; from Mr. and Mrs. E. M. Russell, Jr., a flat bouquet; from Mr. and Mrs. William Upjohn, a flat bouquet; from Mr. and Mrs. Noami Tripp, a spray of callas; from Mrs. Grimshaw, a wreath of calyx leaves; from Mr. and Mrs. O. E. Covil, spray of callas, and from Mr. and Mrs. Luthan A. Mosher, a crescent; spray of pink roses from Mayor William J. Bullock and board of health; spray of narcissus, Rupert Kobza; spray of white carnation pinks, Mrs. Grace Atwood; spray of narcissus, Willis P. Smith; spray of pink Roses, Atta Mc Izor, and a spray of white carnation pinks, Mrs. Rose Gifford.

One of the last persons to see deceased alive, outside of the family, was Joseph Smith, who was with Dr. Ashley in the war. The old gentleman is 97 years of age and resides on Durfee street. He hobbled down to the house of his friend when he learned of the serious illness, and was permitted to see the invalid. The old gentleman was greatly overcome after his parting with his old friend, who had assisted him in many ways in his struggle with life in the last decade.

Died Jan 15th 1909

DIED. 1914

In Boston, Dec. 7th, Katherine, wife of Captain Wallace S. Ashley, of this city, aged 54 years.

A FAMOUS OCEAN TRAGEDY.

Story of the Man Who Last Saw the Whaling Bark Sarah.

Capsized in a Gale and all but Three of her Crew Perished.

Terrible Experience of Those Whose Lives Were Spared.

New Bedford has furnished her share of tales of shipwreck and suffering, but never in her experience was the loss of life brought nearer home than at the time when whaling bark Sarah, a small vessel of 128 tons, capsized just off Block Island, on the eve of a voyage which bid fair to be a pleasant and prosperous one.

The town was wild, so to speak, when the news reached this city, and many were the comments on the mishap, which reflected no credit upon those who were directly interested in the sailing of the vessel, although in justice to those who were most concerned the matter of sailing was carefully weighed before the start. The system of weather signals at that time was not considered of so much importance as now, and the fact that the cautionary signal had been ordered up at 1 25 o'clock that morning, caused no great concern among mariners, although there were those who said "no ship should go to sea while that signal was flying." The vessel sailed a Saturday and there was more than ordinary concern felt for the little craft as a heavy northeast gale increased with the afternoon, but no tidings were learned of the ship or crew until the following Friday, Oct. 18th.

The ship sailed on Saturday, Oct. 12th, 1878, and previous to her departure there was a consultation at the office of the agent, John P. Knowles, 2d, and as it was not deemed best to remain in port over Sunday for fear of desertion of the crew, the Sarah sailed with Ellery Manchester as pilot; he to return with the vessel if he deemed it advisable after reaching the mouth of the bay.

When the news of the wreck reached this city Captain Manchester was interviewed by a newspaper reporter, and to him he said "that when the vessel reached the mouth of the bay the weather was looked upon as favorable for making the voyage. In the opinion of Captain Peakes, who was in command, and his officers, the conditions looked like a shift in the wind from the south, which was certainly favorable." Captain Manchester also said "the weather at that time was certainly not unfavorable for a start," despite the cautionary signals. When he left her she was under maintopsail, maintopgallantsail, foresail, foretopsail, jib, flying jib and jibtopsail, standing about southwest, so as to clear Block Island. After leaving the vessel the wind steadily increased to a gale, and he remarked that had he been on board at that time he should have counselled a return.

Captain Manchester, who has since passed away, is always supposed to have been the last person to have seen the little bark on that eventful day, but there is a man in this city who has reason to remember the occurrence, and he is perhaps the only one alive who last saw the Sarah, excepting of course the survivors, if they happen to be living. That man is Patrick Hubbard, who at one time was in the employ of the public works department. Mr. Hubbard is the janitor of the building occupied by the New Bedford Veteran Firemen's association, and to a Standard reporter the other evening he related a little incident in connection with that sad mishap which perhaps may be interesting.

Patrick Hubbard,
Who Last Saw Bark Sarah.

"I was owner and master of the fishing schooner Joseph Henry at the time," said Mr. Hubbard. "We had been fishing off Block Island for a week, and on the morning of the day in which the Sarah was lost we headed for New Bedford. A stiff northeast wind was blowing, and when about half way between Block Island and Nomansland I noticed an outward bound whaler. This was shortly after 1 o'clock, while I had the wheel, and when we passed her I saw it was the Sarah. We were close enough to throw a stone on board, and she was headed about southwest, with everything on but 'degallant sails, plowing through the water like a race horse. As we passed each other the wind had been on the increase for half an hour or so, I having it dead ahead, and she having it free on the port quarter.

"For an hour she was in sight. Shortly after 2 o'clock the wind blew so strong that I double-reefed the mainsail and single-reefed the jib. At 3 o'clock the gale increased with such force that the mainsail and jib were blown to hell, clear of the bolt ropes. We then put a rouble reef in the foresail, and hove to. The wind kept hauling around to the south, and when blowing from the eastward it just howled. It let go as I have never seen it since.

"We drifted about until 12 o'clock that night, at which time the wind blew from the southeast, and shortly after midnight the schooner brought up in Mackerel Cove, near Jamestown, Canonicus Island. I down with both anchors to prevent going ashore, but the wind was so strong and the waves tossed us about so that the windlass was torn from its fastenings, leaving us to the mercy of the elements, and my vessel went onto the beach in less time than I can explain the situation to you.

"We did not go on high and dry, and in order to get ashore it was a case of swim or reaching land in a boat, so we put down a dory, but the painter parted and away she went for the beach. Another was lowered, but luck was against us, and she was smashed into splinters as the sea drove her against the side of the schooner. What to do then we didn't know. We didn't like the idea of remaining on deck under the circumstances, and land just within reach. Finally we took it into our heads to yell, and we managed to raise assistance. We were taken off in the dory which we first lowered, and which parted its painter and went ashore. If it hadn't been for that fact we would have had to remain on deck all night, for there wasn't another boat within two miles of that spot. Well, I remained on Canonicus Island three days, during which time we stripped the schooner. Afterwards I sold her hull, which later on was fitted as a torpedo boat at Newport.

"We reached New Bedford on the 19th, just one week after our start from Block Island, when I learned of the wreck of the Sarah. I am satisfied she went over with the shift in the wind, which blew the strongest from the east just before 8 o'clock that night. The two men who were with me on the Joseph Henry have since been drowned and I guess I am the only living person that last saw the Sarah, Oct. 12, 1878."

The first news of the wreck reached New Bedford on Friday, Oct. 18th, and when the three survivors, Joseph G. Reig, Henry Gonsalves and Manuel Deandra, who had been taken from the wreck by pilot boat Isaac Webb of New York, reached this city, they were beseiged with relatives of those on board, who were looking for some hope to sustain them in the belief that others might have escaped, but time has proven the assertion then made that not a soul was saved. The only survivors of that awful catastrophe were the three men named, and Mr. Hubbard is the only man alive who last saw the vessel before the unfortunate accident. The rescued men were taken into Stonington, and from there took train for this city.

The story of that wreck is not familiar to the readers of today, and something of the terrible experiences of those who were fortunate enough to live to relate them will be read with more than ordinary interest.

"The little bark kept her course all that day," said Reig, in telling his story, "sail being taken in as the gale increased, and at 4 p. m. she was hove to under forestaysail and main spencer."

At 6 p. m. the three men who were saved went below and joined others of the crew. They remained in the forecastle expecting the watch to be called at 8. Shortly after 7 o'clock the vessel gave a heavy lurch, and just before 8 o'clock Pinna, the boatsteerer, came to the scuttle of the forecastle and called Reig to the deck, but before he could ascend the ladder leading to the deck the ship gave another heavy lurch to starboard and capsized, the water running down the companionway and flooding the forecastle. In an instant every thing was afloat. The three survivors, together with Megil Deandra, a brother of Deandra, who was saved, and the ship's boy, managed to sustain themselves by leaning upon floating chests, bunks, boards, etc., while the other occupants of the forecastle must have been drowned at once.

After two hours' of terrible suspense the boy and Megil gave up the struggle, and passed into enernity. The water in the forecastle was over the men's heads in depth, and the scuttle was completely under as the vessel laid on her starboard side. Reig, Gonsalves and Deandra sustained themselves through that awful night and Sunday by resting upon chests and swimming with their feet, while the storm was raging in its fury about them. The only refreshments they partook of was a few apples and half a bottle of sweet wine which were found in the chest of Deandra. Finally Manuel Deandra dove down through the companionway, and coming up outside, fixed a place for himself on the weather side near the port anchor. The only human being in his sight was Pinna, the boatsteerer, whose dead body was found lashed to the fore rigging. It was so rough at that time that Deandra gave as his opinion that no human being could possibly have escaped. No boat, he said, could have lived in that sea. Monday morning Reig dove down through the companionway, and the two fixed up a sort of canvas hammock in the fore rigging, in which they lay all during that day, leaving Gonsalves, who could not swim, still clinging to a chest inside the forecastle. About 3 o'clock Tuesday morning the pilot boat Isaac Webb fell in with the wreck and rescued Reig and Deandra, and when the men, who were almost exhausted, managed to explain that Gonsalves was in the forecastle, a hole was cut through the bluff of the bow, when he, too, was rescued from his horrible prison. The rescue of these men was about 40 miles east of Block Island.

While imprisoned in the forecastle of the vessel they went through an awful experience. There was only about 18 inches of space between the water and the side of the ship, and floating chests and stuff jammed the heads of the men, who sustained bodily bruises. Fresh air was supplied through a broken light, which occasionally rose above the water.

Here is a list of the men who sailed in the Sarah when she left this port that fatal day:

Henry W. Peakes of Boston, master; Frank E. Potter, New Bedford, mate; George W. Ellis, Dartmouth, second mate; Carle L. Strume, New Bedford, cooper, ship keeper and carpenter; Albert Kimmel, Sutton Centre, third mate and boatsteerer; Joseph A. Pinna, Frank Smith and James W. Richards, New Bedford, boatsteerers; Charles Shoaf, New Bedford, steward; Henry Williams, New Bedford, cook; Joseph G. Reig, George Samuel, John Williams, J. T. Harding, Megil Deandra, Henry Gonsalves, Manuel Deandra and Jose Pasca, all of New Bedford, and George R. Thurston, Keene, seamen; Antone Strierberger, New York, carpenter and greenhand; Edwin Springhart, Fitchburg, greenhand; Francisco Antone Gomez, Dartmouth, and William Stevens, St. Helena, ordinary seamen; and a stowaway.

Two youngsters who had stowed away were discovered before the pilot left the ship, and they were sent back home.

DR. ASHLEY, MILK INSPECTOR, IS DEAD

Jan. 15 1909

Dr. Daniel C. Ashley, inspector of milk and animals, died at his home 76 Linden street early this morning, at the age of 65 years.

The cause of death was a complication of diseases. Dr. Ashley has been ill but a short time and recently was at St. Luke's hospital for an operation. He left the hospital last Sunday, but apparently he had not made much improvement, and since that time had rapidly weakened until the end.

Dr. Ashley was well known in this city, having served as inspector of milk and animals since his appointment by Walter Clifford then mayor of the city in 1889.

He was born in this city and attended the grammar and high school until the war broke out and at the age of 16 entered the service of his country as drummer boy with the 20th regiment, Co. D.

Young Ashley's enlistment was for a term of three years, and without bounty. It was not long before he was transferred to the front, and he was a participant in many of the most important engagements of the war. He served with McCellan all through the Peninsular campaign, and in all the battles and operations which took place before Richmond in that stirring campaign.

Dr. Ashley received his christening in warfare at the battles of Balls Bluff. After serving a greater part of his enlistment he was discharged for physical disability incurred in the line of duty, and he came back home to recuperate.

Before the war had terminated, and before he had really recovered his old time vigor, Dr. Ashley again sought to enter the military service, and he enlisted in company B, third Massachusetts artillery, and served with that company with distinction until honorable and finally discharged.

For many years he conducted a barber shop in the building now occupied by Steiger Dudgeon and when burned out here located in Nantucket. He was also interested in a barber shop in Martha's Vineyard.

At the age of 40, Mr. Ashley attended the American Veterinary College in Boston, where he was president of his class. After graduating he opened an office in this city where he engaged in practice which he only gave up about five years ago.

He was well known for his free heartedness, never turning the needy from his door without help and his cheerful disposition made friends wherever he went.

He was a member of the old Harmonian minstrel troupe of this city, and had recently joined Post 1, G. A. R.

He is survived by a widow, daughter, Mrs. Nettie L. Bowen; two brothers, Captain Wallace and Simeon, and a sister Mrs. Maria Sherman.

The funeral services will be under the auspices of Post 1, G. A. R., and will be held Tuesday afternoon at 2 o'clock, the Rev. George H. Howes will be the officiating clergyman.

I SAILED in me foine new hooker
To Ballybree, over the bay,
Where Oonagh O'Regan, me oldi love,
Is livin' this many a day.

('Twas Oonagh took up wid a poacher,
A Ballybree blade called Neal,
Wid niver a ham nor a hare-skin
But what the poor habbage could steal!)

And Oonagh I found, faith, wid childer
As thick as the hairs on a goat,
All squealin' and crowdin' like rabbits
While I showed her me jule av a boat!

"But have ye no wife nor childer?"
Says she, wid a perk av the head.
(And her bosom as flat as a deck-board,
And her brats all squealin' for bread!)

"Och, sailin'," says she, "may be sailin',
But when it's all spoken and done,
'Tis us wid our foine homes and childer
Are livin' and havin' our fun!"

BACK to the Place of Dreams I came, where I was young so long—
An old house in the sunset's flame, the great sea's crooning song.

And there upon the dunes one stood who gave no heed to me,
A slender slip of maidenhood between the sun and sea.

The sea wind on her gypsy face, the sea spray on her hair,
For all I shared the selfsame place, she did not heed me there.

Only upon the sand dunes high she stood as one who sees
Between the blue of sea and sky his outbound argosies,

And dares to dream of their return with treasures manifold,
With strange, great gems that flash and burn, and cloth of vair and gold.

Ah well, she did not guess at all the loss that shipwreck seems,
Or know what havoc would befall her fragile fleet of dreams.

But I, I turned and left her there; she did not see me go—
A dreaming girl with wind-tossed hair that once I used to know.

Oh, little ghost, dream on content, not yours life's wreck and wrong.
Out from the Place of Dreams I went where I was young so long.

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Sunday Nov 14th 1926

Your Kate
was quoting to me
about different things
you used to write years
and then what a
grandfather. Do you get
me?

Kate

OVER THE HILL TO THE POORHOUSE.

(By Will Carleton.)

Over the hill to the poorhouse I'm trudgin' my weary way—
I, a woman of seventy, an' only a trifle gray—
I, who smart am an' chipper, for all the years I've told,
As many another woman that's only half as old.

Over the hill to the poorhouse—I can't quite make it clear—
Over the hill to the poorhouse—it seems so horrid queer;
Many a step I've taken a-toilin' to an' fro,
But this is a sort of journey I never thought to go.

What is the use of heapin' on me a pauper's shame?
Am I lazy or crazy? Am I blind or lame?
True, I am not so supple, nor yet so awful stout;
But charity ain't no favor, if one can live without.

I am willin' an' anxious an' ready any day
To work for a decent livin', an' pay my honest way;
For I can earn my victuals, an' more, too, I'll be bound,
If anybody only is willin' to have me round.

Once I was young an' han'some—I was, upon my soul—
Once my cheeks was roses, my eyes as black as coal;
An' I can't remember, in them days, of hearin' people say,
For any kind of reason, that I was in their way.

'Tain't no use of boastin', or talkin' over-free,
But many a house an' home was open then to me:
Many a han'some offer I had from likely men,
An' nobody ever hinted that I was a burden then.

An' when to John I was married, sure he was good an' smart,
But he an' all the neighbors would own I done my part;
For life was all before me an' I was young an' strong.
An' I worked the best that I could in tryin' to get along.

An' so we worked together, an' life was hard, but gay,
With now an' then a baby for to cheer us on our way;
Till we had half a dozen, an' all growed clean an' neat,
An' went to school like others, an' had enough to eat.

So we worked for the childr'n an' raised 'em every one,
Worked for 'em summer an' winter, just as we ought to 've done;
Only perhaps we humored 'em, which some good folks condemn—
But every couple's childr'n's a heap the best to them.

Strange how much we think of our blessed little ones!
I'd have died for my daughters, I'd have died for my sons;
An' God he made that a rule of love, but when we're old an' gray,
I've noticed it sometimes, somehow, fails to work the other way.

Strange, another thing: when our boys an' girls was grown,
An' when, exceptin' Charley, they'd left us there alone:
When John he nearer an' nearer come, an' dearer seemed to be,
The Lord of Hosts He come one day an' took him away from me.

Still I was bound to struggle an' never to cringe or fall—
Still I worked for Charley, for Charley was now my all;
An' Charley was pretty good to me, with scarce a word or frown,
Till at last he went a-courtin', an' brought a wife from town.

She was somewhat dressy an' hadn't a pleasant smile—
She was quite conceity an' carried a heap o' style;
But if ever I tried to be friends, I did with her, I know,
But she was hard an' proud, an' I couldn't make it go.

She had an edication, an' that was good for her,
But when she twitted me on mine, 'twas carrying things too fur;
An' I told once, 'fore company (an' it almost made her sick),
That I never swallowed a grammar or e't a 'rithmetic.

So 'twas only a few days before the thing was done—
They was a family of themselves, an' I another one;
An' a very little cottage one family will do,
But I have never seen a house that was big enough for two,
An' I never could speak to suit her, never could please her eye,
An' it made me independent, an' then I didn't try;
But I was terribly staggered an' felt it like a blow
When Charley turn'd agin me an' told me I could go.
I went to live with Susan, but Susan's house was small
An' she was always a-hintin' how snug it was for us all;
An' what with her husband's sisters, an' what with children three.
'Twas easy to discover that there wasn't room for me.
An' then I went to Thomas, the oldest son I've got,
For Thomas' buildings'd cover the half of an acre lot;
But all the childr'en was on me—I couldn't stand their sauce—
An' Thomas said I needn't think I was comin' there to boss.
An' then I wrote to Rebecca, my girl who lives out west,
An' to Isaac, not far from her—some twenty miles at best;
An' one of 'em said 'twas too warm there for any one so old.
An' t'other had an opinion the climate was too cold.
So they have shirked an' slighted me, an' shifted me about—
So they have well nigh soured me an' wore my old heart out;
But still I've borne up pretty well an' wasn't much put down
Till Charley went to the poor master an' put me on the town.
Over the hill to the poorhouse—my childr'n dear, goodby!
Many a night I've watched you when only God was nigh;
An' God'll judge between us, but I will always pray
That you shall never suffer the half I do to-day.

It is the unguarded word which oftenest proves a root of bitterness in married life—the want of proper discipline of speech which thrusts thorns and needles into family happiness.

Many foolish persons add to the burden of to-morrow before they are called upon to bear it. We can all increase our worries; it is as simple, and surely better, to lessen them.

Lay a substantial foundation for the character in noble, manly, generous principles, and your boy will not fail to succeed in life. Guide and counsel him wisely, but do not attempt to force him into a calling for which his tastes and talents totally unfit him.

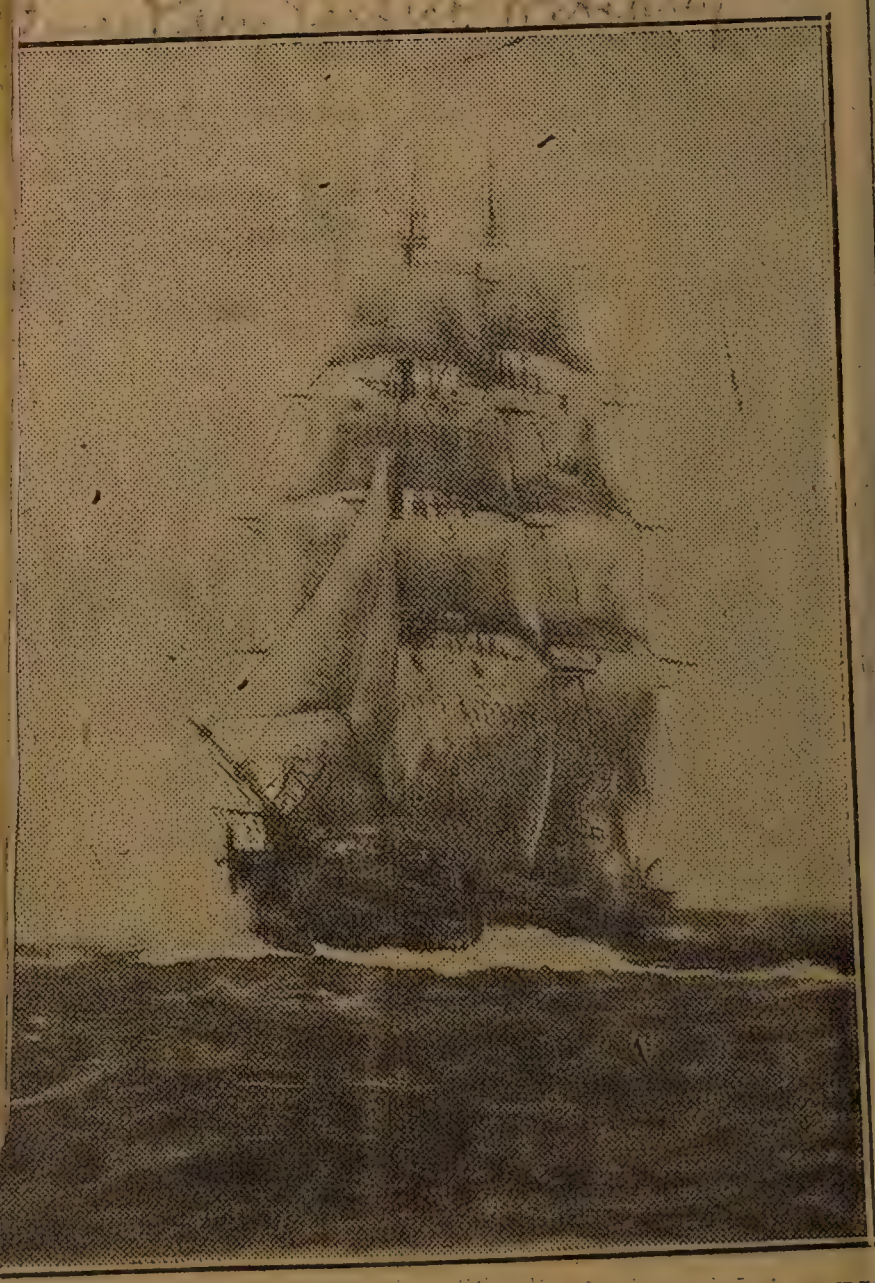
Where husband and wife really love each other they are never dismayed amid the vicissitudes of life, because one immeasurable source of happiness always remains to them, whatever disaster betide—and that is their unfailing sympathy with each other. Nothing less than this enables a couple to endure with equanimity all the cares and disappointments of married life.

Intemperance wipes out God's image and stamps it with the counterfeit die of the devil; intemperance smites a healthy body with disease from head to heel, and makes it more loathsome than the leprosy of Naaman or the sores of Lazarus; intemperance dethrones man's reason, and hides her bright beams in the mystic clouds that roll round the shattered temple of the human soul, curtained with midnight.—J. B. Gough.

The true art of being agreeable is to appear well pleased with all the company, and rather to seem well entertained with them than to give entertainment to them. A man thus disposed, perhaps, may not have much learning, nor any wit; but if he have common sense, and something friendly in his behaviour, it conciliates men's minds more than the brightest talents without this disposition; and when a man of such a turn comes to old age he is almost sure to be treated with respect.

EMBER 15, 1926

oits Paintings of
nkee Whaling Ships



"WHALER MAKING A PASSAGE—THE COMMODORE MORRIS
A fine marine by Clifford W. Ashley, which is included in the exhibitic
by this eminent artist at the Vose Gallery.

TWO SINNERS ✻ By Ella Wheeler Wilcox.

THERE was a man, it was said one time,
Who went astray in his youthful prime.
Can the brain keep cool and the heart keep quiet
When the blood is a river that's running riot?
And boys will be boys, the old folks say,
And the man is the better who's had his day.

The sinner reformed; and the preacher told
Of the prodigal son who came back to the fold.
And Christian people threw open the door
With a warmer welcome than ever before.
Wealth and honor were his to command,
And a spotless woman gave him her hand.

And the world strewed their pathway with blossoms abloom,
Crying "God bless ladye, and God bless groom!"

There was a maiden who went astray
In the golden dawn of her life's young day.
She had more passion and heart than head,
And she followed blindly where fond Love led.
And Love unchecked is a dangerous guide
To wander at will by a fair girl's side.

The woman repented and turned from sin,
But no door opened to let her in.
The preacher prayed that she might be forgiven,
But told her to look for mercy—in Heaven.
For this is the law of the earth we know:
That the woman is stoned, while the man may go.

A brave man wedded her after all,
But the world said, frowning, "We shall not call."

Beautiful Jewels

Do the thing that's nearest.
Though it's dull at whiles;
Helping when you meet them,
Lame dogs over stiles.—CHARLES
GSLEY.
iss Wilkie, Edinburgh.
Let us then be up and doing,
With a heart for any fate:
Still achieving, still pursuing,
Learn to labour and to wait.—LONG-
OW.
exander Rule, Huntly.
nature and good sense must ever join,
r is human, to forgive divine.—POPE.
nes M'Bain, Dundee
soever thy hand findeth to do, do it with
night.—ECCLESIASTES.
Anderson, Dundee.
en for life's prizes you're running, you trip,
p, start again, "Keep a stiff upper lip!"—
E CAREY.
James Munro, Lochee.
racter is higher than intellect. A great
vill be strong to live as well as to think.—
SON.
M. Greig, Dundee.
e on, hope ever, though to-day be dark,
weet sunburst may smile on thee to-
orrow.—GERALD MASSEY.
B. Munro, Lochee.
Joy and temperance and repose
Slam the door on the doctor's nose.—
ELLOW.
s A. Steven, Govan.
day are you afraid of? Is it Monday
day? The Lord is already at Friday.—
. J. CAMPBELL.
Elizabeth M'Cormick, County Tyrone.
y trifle scorn to take offence,
ways shows great pride or little sense.—
ie Allen, Belfast.
our coffin adds a nail, no doubt,
very laugh so merry draws one out.—
TT.
Burden, Belfast.
ntle good humour that makes life so
et,
cks up the flowerets that garnish our
.—BLAMIRE.
Allen, Belfast.
ge and comfort! All shall yet go well.—
SPEARE.
Strachan, Aberdeen.
Wha does the utmost that he can
Will whiles dae mair.—ROBERT BURNS.
C. Reid, Pollokshields.
d—let who will be clever.
noble things, not dream them all day long,
And thus make life, death, and that vast forever
One grand sweet song.—KINGSLEY.
Jane Clarkson, Aberdeen.

I've made it a practice to put all my worries down in the bottom of my heart, and then set on the lid an' smile.—ALICE HEGAN RICE.
Mrs Stronach, Edinburgh.

On bravely through the sunshine and the showers,
Time has his work to do and we have ours!—EMERSON.
Dorothy Stronach, Edinburgh.

A good deed is never lost: he who sows courtesy reaps friendship, and he who plants kindness gathers love.—BASIL.
Isabel Allen, Belfast.

If some things were omitted,
Or altered as we would,
The whole might be unfitted
To work for perfect good.—F. R. HAVERGAL.
Thomas Palmer, Belfast.

One by one thy griefs shall meet thee,
Do not fear an armed band;
One will fade as others greet thee,
Shadows passing through the land.—ADELAIDE ANNE PROCTER.
Mrs Allen, Belfast.

And I smiled to think God's greatness flowed around our incompleteness,
Round our restlessness, His rest.—ELIZABETH BARRETT BROWNING.
Miss Wilson, Glasgow.

Copies of one or other of the books in Leng's Library have been forwarded to the senders of the above.

Oh God please make me liberal minded 187a
Wl

"PEOPLE'S FRIEND" READERS' FAVOURITE QUOTATIONS.

There is so much good in the worst of us,
There is so much bad in the best of us
That it ill becomes any one of us
To talk about the rest of us.—R. L. STEVENSON.
Mrs Ormiston, Selkirk.

All through life there are wayside inns where man may refresh his soul with love. Even the lowest can stoop and drink at rivulets, few from springs above.—LONGFELLOW.
Beckie Lindsay, Eastbourne.

Life is real, life is earnest,
And the grave is not its goal;
Dust thou art to dust returnest,
Was not spoken of the soul.—LONGFELLOW.
Agnes S. Cochrane, Newton Mearns.

Cast all your care on God that anchor holds.—TENNYSON.
Annabella Moir, Glassel, Aberdeenshire.

THE ROUNDELAY.—J. SEYMOUR LUCAS, R.A.

Photo. Underwood.

THE LATE MRS. McKINLEY,
Widow of the late President McKinley.

CUPID'S FOE.

Little love Cupid, tell me, I pray,
Why don't you think of a new game to play?
Though hearts are your playthings, like all little boys,
You end very often by breaking your toys!

Who can be safe from the arrows that fly?
What is the armour that's proof to defy?
Poverty, riches, and age are no shield,
Even philosophers fall in the field.

Cupid draw near and I'll whisper it low,
Bend down your ear if a secret you'd know;
The reason your arrows can do me no hurt,
Is—I've no heart to hit—I am only a flirt!

Cecil Verne.

THE ROUNDELAY.—J. SEYMOUR LUCAS, R.A.

Heaven but thinks as a good Victuree

A. J. Newbury — Governor Long Harbor

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